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Scale AVIATION Modeller International

**FREE
INSIDE**

BACK TO BASICS

airkraft

A COMPREHENSIVE GUIDE FOR THE MODELLER

PART ONE



Colour profiles by
Jerry Boucher

SHOW
ATLANTA
REPORT

Scale drawings by

SAM PUBLICATIONS
Vol 11 Iss 9 September 2005 £3.80
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Quick Build: Fokker Dr.1

TBD

Devastator



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A-10 Thunderbolt II

BAe Hawk

Martin Mars JRM-1 & JRM-3

Wooden Art

Aircraft Identity Markings – Pt 2



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\$7.98 \$6.96



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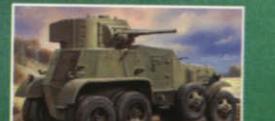
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Published by SAM Publications

Media House, 21 Kingsway, Bedford MK42 9Bj

Telephone: +44 (0) 8707 33373

Fax: +44 (0) 8707 33374

Email: mail@sampublications.com

Use the above address for back issue orders, subscriptions, enquiries or book orders. Note that we cannot undertake research into specific or general aviation queries and that there may be some delays in responses from the contributors, as they are not based at the editorial address.

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The editorial emails are ONLY to be used for editorial submissions. They are NOT for subscription payments or queries, back issues or Modellers' Database orders. Please send all of these to the SAM Publications address detailed at the top of this column.

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PRE PRESS PRODUCTION SAM Publications

PRINT PRODUCTION Swan Print

DISTRIBUTION Magazine Marketing Company
If you have problems finding your copy, call
MMC on +44 (0) 1483 211222

NORTH AMERICAN DISTRIBUTION

Disticor, 695 Westney Rd South, Suite 14,
Ajax, Ontario, Canada L1S 6M9
Tel: +1 (905) 619 6565

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SUBSCRIPTIONS

Cheques/Money Orders in Sterling only made payable to **SAM Publications** and sent to the address above. Major credit card payment accepted by telephone.

Subscription Hotline +44 (0) 8707 33373

AMERICAN SUBSCRIPTIONS

American subscribers can subscribe direct to

SAM PUBLICATIONS or through

WISE OWL WORLDWIDE PUBLICATIONS

5150 Candlewood St, Suite 1,
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Tel: +1 (562) 461 7574 Fax: +1 (562) 461 7212
Email: info@wiseowlmagazines.com

Web: www.wiseowlmagazines.com

9am-5pm Pacific time, Mon-Fri

– VISA/Mastercard accepted

Subscription rates: \$76 surface; \$92 air.

American shops and trade may obtain copies from **KALMBACH PUBLISHING**
Toll Free 1 800 558 1544

Canadian shops and trade may obtain copies from **GORDON & GOTCH**

Toll Free 1 800 438 5005

Scale Aviation Modeller International, Volume II Issue 9, September 2005 (ISSN 1356-0530) published monthly by SAM Publications, 2221 Niagara Falls Blvd, Niagara Falls NY 14304-5709. Periodicals postage pending Niagara Falls, NY. US Postmaster: Send address corrections to Scale Aviation Modeller International, PO Box 265, Williamsville, NY 14231

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Scale Aviation Modeller International is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller International should send these directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies etc the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. Thank you.

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Scale Aviation Modeller International is published monthly by SAM Publications and is distributed to the news trade by the last Saturday of each month.

Next edition on sale 24th Sept 05

● SAM Publications 2005

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Editorial

It's a man thing

It was the unexpected arrival in the office of a bevy of scantily-clad young ladies that got me thinking. Where are all the women in aircraft modelling? I exclude here, of course, those industrious and fragrant ladies whose names appear on our masthead, and without whom there would be no masthead or indeed a magazine for you to read each month (*That's enough flattery. Fragrant ladies.*).

Not forgotten either are those long-suffering traders' wives and partners you see at model exhibitions, diligently taking care of business and actually selling stuff while the old man discusses the finer points of the latest decals or resin conversion with the likes of SAMI's editors.

But in my admittedly short tenure here, of the many letters, e-mails and telephone calls I have received from readers and contributors, all have been from men except for one lady seeking advice as to which kit to buy her husband for his birthday.

"Women don't make models," a friend assured me in a fit of male chauvinism. "Too fiddly for them!"

What nonsense! I know a lady whose cake decoration creations in spun sugar and icing would make even the most competent modeller's sprue-stretching and biplane rigging look all-thumbed. I've seen miniature gardens created on bases no bigger than a demitasse saucer that without a scale reference are indistinguishable from the full-size. And I've seen dolls' houses (an inappropriate misnomer as insulting as calling an IPMS Nationals winner a toy aeroplane) in which you could live in splendid comfort were you but four inches tall. I suppose I might also have seen scale model aircraft built by women, but I am not aware of it.

Yet aviation's history, and present, are rich with the achievements of women, from Harriet Quimby, America's first woman licensed pilot and the first lady to fly solo across the English Channel — whose trademark was a purple silk hooded flying suit — to globetrotting soloist Polly Vacher. Polly, to the best of my knowledge, does not own a purple silk flying suit, but she does have a rather splendid Hawker Hurricane.

All-women airliner crews are not



unusual these days. The RAF has recently launched Tornado sorties crewed entirely by women. But I ask again, where are the women aircraft modellers?

My background has perhaps left me slightly biased to the distaff side here. My mother, though neither pilot nor modeller, spent part of WWII installing electrical innards on Airspeed Oxfords. I had dinned into me some of the

rudiments of flying by a young instructress who later occupied the right seats of Concorde. She is fondly remembered by me for her exasperation at my inability to perform landings that didn't result in our arriving in a manner that conducted drop tests on the aircraft's spring steel undercarriage never envisaged by its manufacturer, or those that threatened to overshoot into the next county. And then there were the redoubtable ladies of the Air Transport Auxiliary that it has been my privilege to know: the late Joan Hughes, Mary Ellis and Lettice Curtis, genteel souls that you'd never guess once ferried high-performance fighters and multi-engined bombers hither and thither with little more than a set of *Pilot's Notes* for type conversion.

But to return to the point, are there any lady aircraft modellers out there? Do let us know.

What? Oh, those scantily-clad young ladies. Pyn Up's new nose art decals, reviewed on p.832.

Mike Terram

Editor, Scale Aviation Modeller International

Stepping back. But first...

Having recently, and indeed reluctantly, stepped into the limelight after some 11 years to announce changes and developments in *Scale Aviation Modeller International*, I am pleased your votes of approval for the new product will allow me now to step back into the shadows. The fact that this issue has six times more reviews than any other aircraft modelling magazine on the market underlines our commitment to the hobby industry is paying dividends. I take this opportunity of thanking all those who have endorsed the decisions we have taken to ensure we bring you what you want!

Before signing off however, I must congratulate the organisers of the IPMS USA Nationals in Atlanta on one of the most impressive shows I have seen Stateside for some time. The analogy of the swan gliding gracefully along the river whilst below its legs are working like a steam train springs to mind. Well done guys! It was also great to meet up again with my old friends, Jules, Gaston, David Klaus, Bill Bosworth, John Valo, Bob Haynes and many more who have made and continue to make such important contributions to the model industry.

Further to last month's

announcement regarding the next Datafile I am pleased to tell you we have started work on the Me 109 Part 1 (up to the *Emil*), which will be ready for the UK Nationals at Telford. To produce it we have gathered some of the world's best authors, editors and contributors, who will be announced next month. When you see the names of those involved you will realise how seriously we have taken this subject. The need to publish fact and not the many myths that have surrounded this amazing warbird has been our main priority.

Inside this month's issue of SAMI is the first section of the Airfix sponsored 'Airkraft' how-to guide to intermediate level modelling. This, and the next 11 sections are with our compliments. 'Airkraft' is designed to help existing modellers and newcomers to the hobby! Don't forget to collect the vouchers in this and the next two issues to get your free binder and section dividers. Subscribers automatically qualify for this free gift, so there has never been a better time to subscribe than now!

Steve Elliott

Publisher, Scale Aviation Modeller International



Section 1

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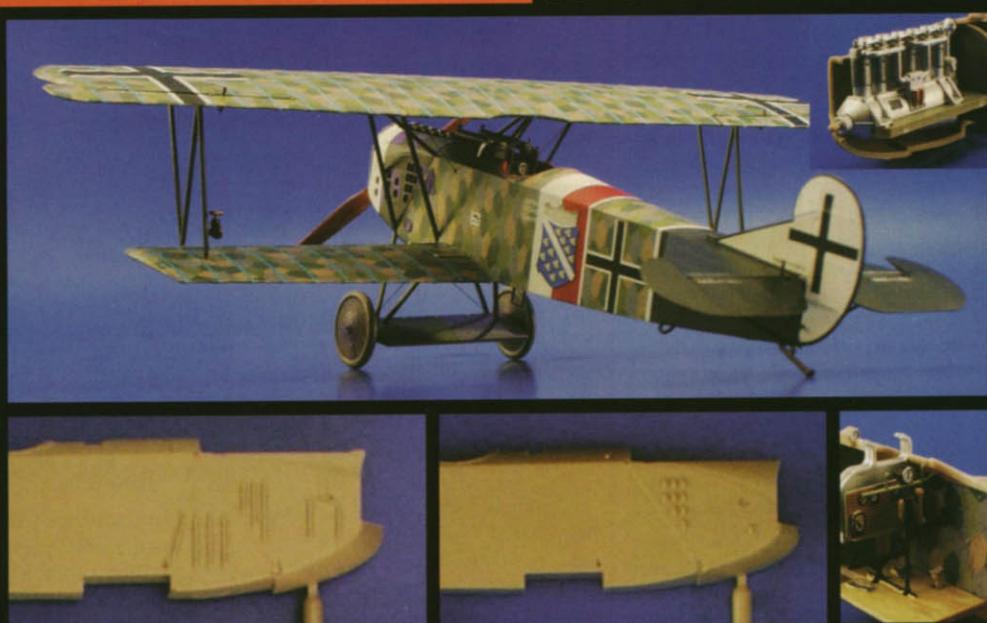
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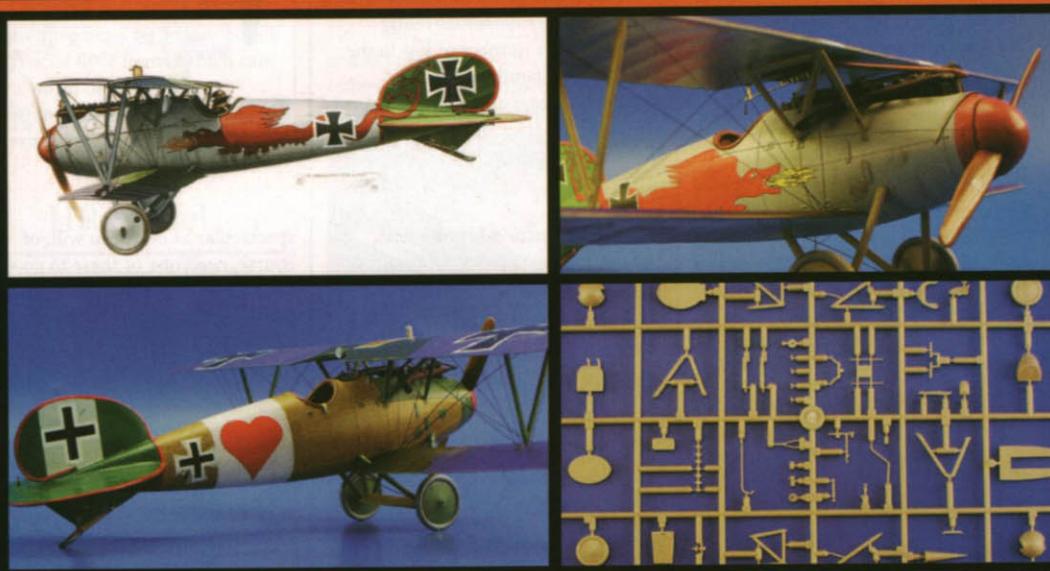
NEW STYLE

MODELING

Fokker D.VII (OAW) 1/48



Albatros D.V Jasta 5 1/48



Polikarpov U-2 VVS 1/48



News Update

The IPMS Nationals in Atlanta came and went, and with it went the collective waistlines of the *Scale Aviation Modeller* International editorial team, who spent a week consuming excessive American breakfasts and inflating their sense of self-importance behind the SAM Publications stand in the main vendors' hall. Fortunately their junketing paid some dividends, and we hope that the spoils — sorry, fruits — of their labours, dispersed throughout the following pages, may in some way be seen to justify the expense of flying them across The Pond.

AB model

The dream of a Sopwith Batboat in 1/144 has drawn a little closer. AB have announced a whole list of esoteric subjects to be kitted in both the small scale and in 1/72. Foremost among these is the proposed Blackburn Triplane (#44005), which will be followed shortly by an Avro Multiple Aerofoil Baby (#1919). In 1/72 the modeller will shortly be confronted with a whole range of Czech gliders, which may or may not enable us all to enlarge our Czech vocabulary on the subject of sailplanes. Kits will include various types, mostly dating from the early 1920s. Further details will be forthcoming, and eagerly awaited by the Managing Editor whose tastes in modelling subjects are, er, *strange*.



The Devastators have arrived, and we are pleased to note that any small problems with the test shot (reviewed last month) have been ironed out,

Classic Airframes

Lots of exciting arrivals from Classics, all of which were made up and on display on their table in Atlanta. The entire collection of Vampires was present and correct, as was the Wyvern reissue, but most eye-catching of all was the Meteor NF.11/13.



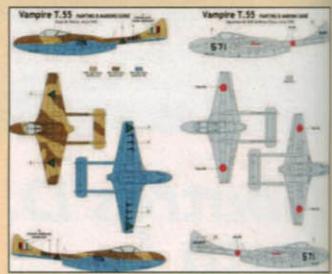
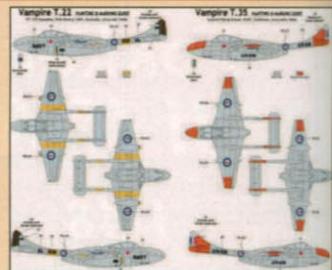
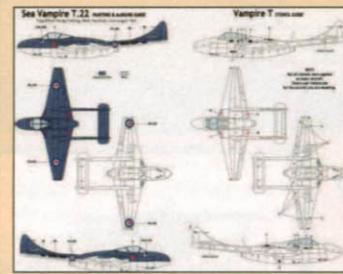
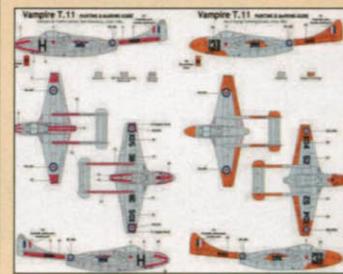
The Boulton Paul Defiant TT.I/III (#482/£26.99) will retail for £26.99. This is a new tooling and a welcome addition to Classic's range of significant British wartime aircraft.

Announced for future release, but with no further details currently available, are a number of kits in the Hawker Hart family, a Bristol Beaufort, a Reggiane Re. 2002 and absolutely no trace or sign of a Fairey Gannet whatsoever.

and the production kits are now, indeed, highly accurate miniatures. Look out for some interesting collaborations with Italeri from this company in the coming months.



More reissues from Airfix this month. In 1/48 the Hurricane Mk I (#04102/£9.99) now features decals for aircraft of 32 and 85 Sqns. The eagerly awaited Saab J-29 Tunnan (#03065/£6.99) is the big news in 1/72, and is joined in this scale by the return of the Avro Lancaster B Mk I/III (#08007/£19.99). Nice to see the old box art back again, and looking as



spectacular as ever. You will, of course, need one of these to go with your CMR York conversion set.



Final arrival in 1/72 has been the Lockheed F-117A Nighthawk (#05033/£10.99)

ATTACK HOBBY KITS



The latest additions to the growing range of 1/144 aircraft kits from Attack are the MiG-15 (#14404) and the MiG-15UTI (#14405).



CZECHMASTER
RESIN

With the York taking up all the limelight for CMR this month, it seems only fair to mention the imminent arrival of their latest glider kit, which is to be the Sperber Senior (#5005/£9.70).

EDUARD

Besides concocting astonishing advertising copy, Eduard have been carrying on their tradition of producing first class model kits and exquisite etched brass sets. The latest arrival to the 1/48 kit range is the Albatross D.V in Jasta 5 markings. This features options for four

Monthly Prize Draw

Subscribers' Monthly Prize Draw August

- J Kiroff, Germany — Kit
- G Calzada, Mexico — Kit
- G A Craven, UK — Kit

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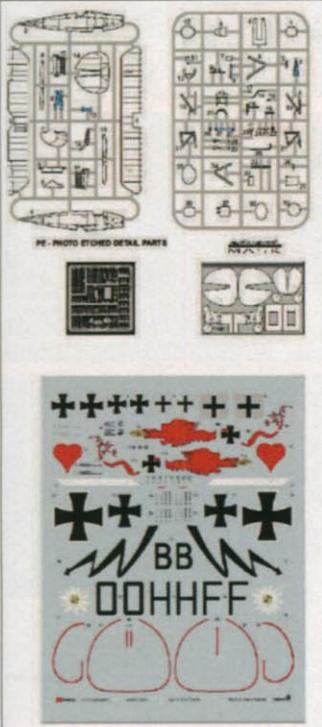
Hobby materials for the subscriber's prize draw supplied by DeLuxe Materials. Visit www.deluxematerials.com for details.

colourful aircraft, an etched fret, and some very handy Express Masks for the tail and wheels.



Aces D.V 28817
From: Richard Fether

Albatros C.V 462917
From: Hubschrauber

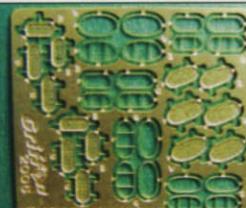


PE - PHOTO-ETCHED DETAIL PARTS

DECALS



Griffon
model accessories



Czech accessories manufacturer Griffon has come up with a very useful item for those modellers who like to take a measured approach to the holes in their aircraft. #72004 is a set of British air intake mesh guards, such as can be found prominently displayed on Fulmars, Barracudas, Fireflies and the like. This will provide some comfort to those unconcerned with cockpit interiors who have hitherto been obliged to

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Cutting Edge
MODELWORKS

Cutting Edge astounded all-comers at the nationals with their new conversion set for the PB4Y-2 Privateer, a collection of nose art for which is now available on Pyn Up's decal sheets. The set features over 120 resin parts and decals to convert the 1/48 Monogram B-24D or B-24J to the single-tail Navy PB4Y-2 Privateer. Included are two complete fuselage halves, the Erco ball-type bow turret with clear resin windows, two waist blister turrets with clear resin windows, an additional Martin top turret (to augment the top turret included in the Monogram kit), engine cowlings and nacelles, twelve Privateer props, white metal nose and main landing gear. Also included are all

RCM and radar radomes, interior bulkheads, floors, and more. Full fabric ribbing detail is executed on the rudder and elevators. Kit decals include the national insignia and nose art for two aircraft, *Ol Blunderbuss* of VPB-121, and F28.10 of the French Aeronavale, a combat veteran of Dien Bien Phu. Cutting Edge have announced a limited run of 250 issues of this set, selling at a US price of \$239.99, so modellers are advised to order sooner rather than later to avoid disappointment. This conversion is guaranteed to send the price of second hand Monogram B-24s skyrocketing.

Other new items from Cutting Edge include parapack tails for both F-16A and F-16C variants. These conversions are available in both 1/48 and 1/32. Pyn Up decal sheets are previewed elsewhere in this issue.

buy an entire brass set just to obtain these crucial little items, which can make a world of difference to a finished model. UK importer is Hannants.

HR model

Modellers of biplanes in 1/48 are almost as fortunate as modellers of



Lancasters in the excellent service they are receiving from manufacturers of late. HR are indulging them further, with a resin tooling of the Hansa Brandenburg C.I (#4817/ £31.75) which should be with us in mid-August.

ITALERI



As promised earlier in the year, the limited edition reissue of the Heinkel

He 111Z-1 (#1119/£22.99) is back and is selling fast. Joining it in Italeri's Luftwaffe stable is a reissue of the Fw 190D-9 (#1128/£4.25).



In 1/48, the re-issued C-130 Hercules will retail for £38.99.

kopro



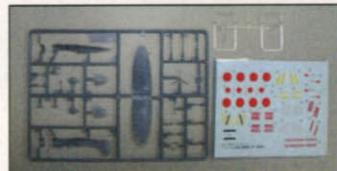
Following the impending series of Soviet machines, Kopro will be releasing a 1/72 Iskra Bis D (#4103) in Indian AF markings, along with an F-84G Thunderjet (#4107/£4.30).

**MONO
CHROME**



For those among you with a shelf load of Sweet 1/144 Zeroes, a new kit is on hand to expand your collection.

Freight Dog Productions have announced the impending arrival in August of the Mono-Chrome Aichi Val in the small scale. As with the Sabres, the box will contain two complete kits. Markings for both machines depict aircraft employed in the Pearl Harbor attack, and the kit will be available from Freight Dog for £7.



As with previous Mono-Chrome releases, this is simply a reboxing of the Trumpeter tooling, which will no doubt be released under its own branding in the UK before too long.

MPM



Following the success of the Special Hobby kit in 1/48, MPM have decided to release the X-15A-2 'Hypersonic Shuttle' in 1/72 (#72532). Featuring improved surface detail and an injected canopy, the decals will allow for the record-breaking machine in overall black.

**PLANET
models**



New resin kits arriving from Planet in the period covered by this report will include the XTB2D-1 Skypirate in 1/48 (#144/). Readers familiar with the type will recall that the aircraft was a US torpedo bomber prototype from the post-war period. This is joined in 1/48 by the Rumpler C.I

(#145), while in 1/72 the ranks of bizarre Luftwaffe '46 contraptions will be expanded by the arrival of the Heinkel P.1078B (#169). So, not doing a Canberra then?



Further announcements from Planet herald the coming of a Martin Baker MB. 5 (#112), and a Focke Wulf Fw 190D-14 (#120), and we are advised that the 1/48 D.H. Leopard Moth that is so dear to the Managing Editor's heart is now just around the corner. Will it, we wonder, beat the Aerotech Mew Gull to that teeming hive of light civil aircraft that perpetually vie for space upon the high altar that is his workbench?



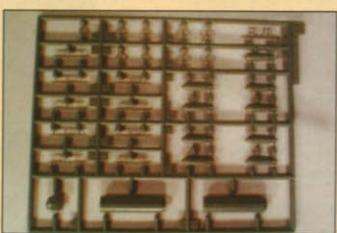
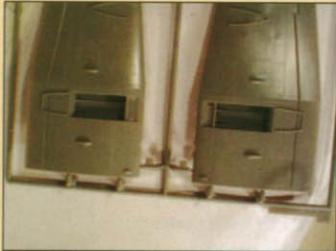
Stop the presses, roll the drums, cast aside that pile of half built Mirages and usher in this month's model. Yes, it's here. Hasegawa's all-new Lancaster has finally come in to land.



Initial impressions are very good. The panel lines are all nicely recessed, and detail in the main gear wells and bomb bay is very good. The cockpit features bulkheads and some internal structure, but detailing is sparse – although easily as good as anything modellers are accustomed to in this scale without recourse to after market

accessories. The guns and turret interiors are likewise simplified, but in 1/72, with all transparencies closed in place it is not such a problem.

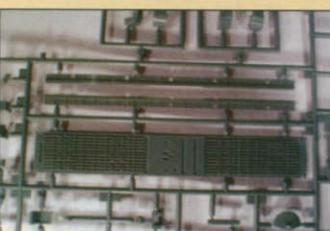
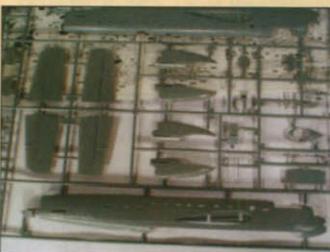
Hasegawa's wing spar arrangement is admirable, as is the optional bomb load, which features an assortment of 200 lb and 4,000 lb weapons.



Markings are included for two aircraft, one of which is depicted at two points in its career. Both are 467 Squadron machines, and unsurprisingly they are all Dark Green and Dark Earth over black.

This is an important and long-overdue release. Coupled with the re-

issue of the Airfix kit, and the arrival of the York conversion, it is clearly as good a month for fans of Avro's finest as it has been hitherto for those of Westland's.



Model AIRCRAFT Monthly

Our sister title, Model Aircraft Monthly, has evolved into a smart, concise and ever-growing encyclopedia of aircraft and modelling, combining the talents of top aviation historians and modellers to provide the perfect complement to our own SAMI. Liberally illustrated with photographs and the colour artwork of Jon Freeman, the magazine has, under Neil Robinson, settled into a format that has seen it become an essential work of reference for modellers of all tastes and skill levels. This month's MAM features include the following:



KG 40's Long Range Zerstörer Ju 88s

Neil Robinson builds one of KG 40's long-range Zerstörer Junkers Ju 88s from the recently re-released 1/48 scale Revell Ju 88C-6 kit, whilst Jon Freeman illustrates some of the unique camouflage schemes adopted by the unit



The British Pacific Fleet Part Two November 1944 – September 1945

In Part Two of our commemoration of VJ-Day and the end of World War Two, Paul Lucas now describes the colour schemes and markings of the aircraft used by British Pacific Fleet in 1945, illustrated with models made by Tony O'Toole

Typhoon Close-up

Andy Evans briefly describes the 'history-so-far' of the Eurofighter 'Typhoon' and provides some photos of the Luftwaffe's 'two-seater', whilst Des Brennan and Ray Ball offer some close-up photos of the RAF's Typhoon

RAF Typhoon

Having provided photos of a 'full size' Luftwaffe two-seat variant, Andy Evans now builds an RAF single-seat Typhoon from the Italeri 1/48 scale kit

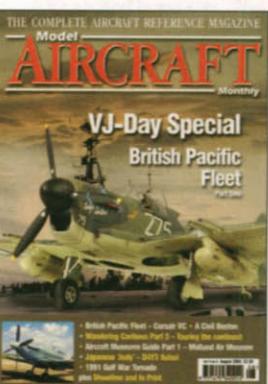
Merlin – Anglo-Italian wizardry!

One of the most impressive and advanced medium-lift design helicopter programmes currently running today, David James tells the story, so far, of the Anglo-Italian EH101 Merlin



Modelling the Merlin

Mike Verrier models the 1/72 scale Italeri/Revell Merlin HM Mk.1, with Eduard brass etch details



All this, plus the usual book reviews, and model shows round-up.

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1:144

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1:72

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1:32

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1:48

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TM2807 rrp £18.95



1:48

RA-5C Vigilante

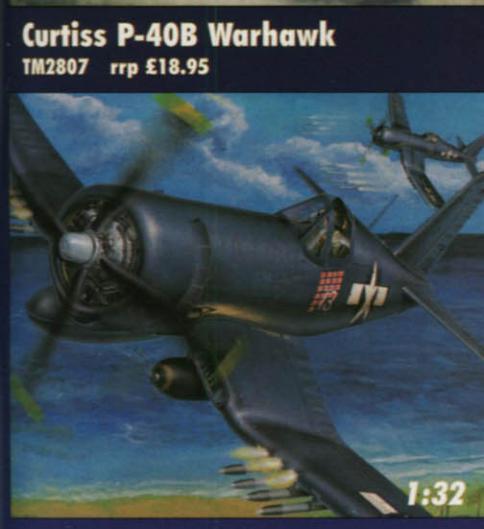
TM02809 rrp £39.95



1:48

Fw 200C-4 Condor

TM002814 rrp £49.95



1:32

F4U-4 Corsair

TM2222 rrp £39.95



1:24

Spitfire Mk VI **NEW**

TM02413 rrp £49.95

**Many more
Trumpeter kits
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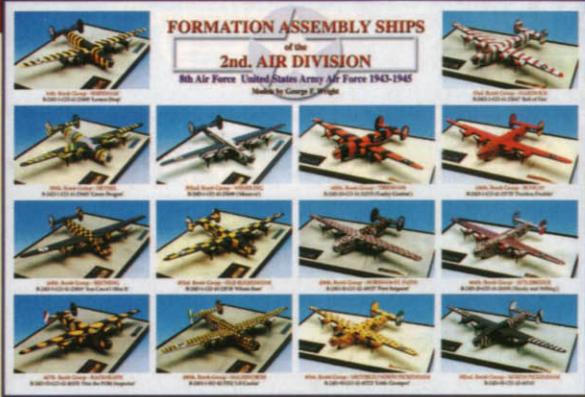
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Liberator Assembly Ships

Scale Aviation Modeller International reader and Sutton Coldfield Model Makers Society member George Wright's colourful collection of 1/72 B-24 Liberator 'assembly ships' is on permanent display at the USAAF 8th Air Force 2nd Air Division Association Memorial Library in Norwich as part of a tribute to some 7,000 US airmen who lost their lives whilst flying from England in WWII. Copies of this poster are available for £5 (Europe 10 Euros, rest of world \$20) including post and packing from George at 7 Cambridge Avenue, Wylde Green, Sutton Coldfield, West Midlands B73 5NA.



RODEN

As a postscript to the Wyvern saga, we can confirm that the Roden kit will not now be produced. Let there be no more mention of the confounded machine... until the next time.

RVHP



Let there be Letovs. If neither the Lancaster, the Wyvern (oops, a slip of the tongue), nor even the Avia 534 push your buttons then why not try a Letov S-328? RVHP are producing three kits of this machine. First out of the bag will be the Czech version (#4805). This will be followed by a



particularly attractive looking Luftwaffe/Bulgarian machine (#4806), and the series will be rounded off with the S-328V float plane (#4807). If you

like inter-war subjects, then these

kits will occupy you during the idle days of summer, and if you prefer Hotchkiss and Skoda tanks in your Panzerwaffen to Tigers and StuGs, then the Luftwaffe option will no doubt appeal to you.

PEGASUS

Ah the power of the press. Following last month's plea, Pegasus have announced the release of



HOBBY



Special Hobby's Grumman F3F-2 'Flying Barrel' (#72106) has arrived, and includes decals for four options. Resin and photo-etched parts are also included and the canopy, we are pleased to note, is injected.

Further releases from this company for August include the Phoenix D.II/Ia in 1/48 (#48036), and the long-awaited P-36A Pearl Harbor Defender in 1/32 (#32003).

TRUMPETER

Following on from their Mk VI, Trumpeter's next release in 1/24 will be a Spitfire Vb Trop (#02412/£59.95). Rumours of a big release in 1/48 are so vague that we simply dare not allude to them in anything but the vaguest of terms. Suffice it to say that a certain aircraft has been measured up, and certain samples acquired for study. More news will be forthcoming as and when it can be divulged without leaving considerable quantities of egg upon the editorial face. Bear in mind, though, when the truth finally does seep out, that you were confounded by the rumours here first.



their 1/72 Martinsyde F.4 Buzzard (#4016/£13.99). Markings are included for Finnish and RFC/RAF aircraft, and the kit looks to be up to the company's usual high standard.

president Daniel Brett has announced that kit production will restart (imminently as this was written in mid-July), and that to sustain the legacy left by the original founders, they will be marketed with the brand-name Williams Brothers Model Products. "The tradition of continuing to create new, niche products for the scale hobbyist's needs will continue in the future," he says. Any chance of that long-threatened 1/32 scale Travel Air Model R 'Mystery Ship', Mr Brett?

XTRADECAL

Unleashed upon a truly bewildered public in Atlanta were the brand new sheets to complement the Airfix TSR 2. Now on general release, the set had sold a large percentage of its run in advance of publication so if you are intending building multiples of the thing — unlike the British Government of the day — you will need to dive in quickly while stocks last.

On hand at the launch, Mr David Hannant was seen browsing in the traders' room at Atlanta, but what modelling products could he possibly have been looking for? He already has *them all!*

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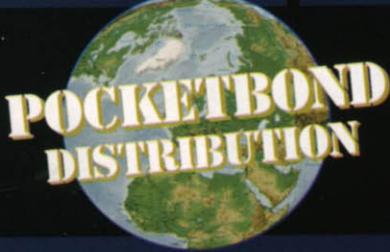
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URO 424 rrp £14.95

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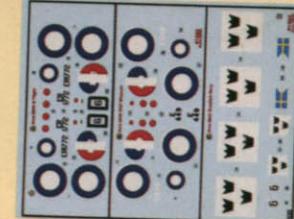
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Previews

Note: All items are mainstream (unlimited) production unless otherwise stated – Ed

Avro 504K

Scale: 1/72
Kit No: 01085
Status: Reissue
Panel Lines: Raised
Price: £3.99
Type: Injection Moulded Plastic
Parts: Plastic 35
Decal Options: 3
Manufacturer: Airfix
UK Importer: Amerang



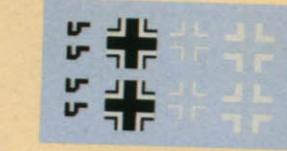
Lancaster B Mk I/III

Scale: 1/72 Kit No: 00553
Status: New Tooling
Panel Lines: Recessed Price: £29.99
Type: Injection Moulded Plastic
Parts: Plastic 225, Injection Moulded Clear 24
Decal Options: 3
Manufacturer: Hasegawa
UK Importer: Amerang



von Braun Interceptor (I version)

Scale: 1/72 Kit No: 140
Status: New Tooling
Panel Lines: Recessed Price: £28.20
Type: Resin
Parts: Resin 22 Vacformed, Clear 1, Etched 16, Metal 1
Decal Options: 1
Manufacturer: A+V
UK Importer: Hannants



Farman NC 223.4

Scale: 1/72 Kit No: 006
Status: New Tooling
Panel Lines: Recessed Price: £37.99
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 121, Clear 7, Resin 2
Decal Options: 3
Manufacturer: Azur
UK Importer: Hannants



Scale: 1/72 Kit No: 72181
Status: Revised Tooling
Panel Lines: Recessed Price: £8.50
Type: Injection Moulded Plastic
Parts: Plastic 45, Clear 4
Decal Options: 2
Manufacturer: ICM
UK Importer: Hannants



Scale: 1/72 Kit No: 72053
Status: New Tooling
Panel Lines: Recessed Price: £22.50
Type: Resin
Parts: Resin 45, Vacformed 2
Decal Options: 1
Manufacturer: Ardpol
UK Importer: For further information contact Aeroclub.



Scale: 1/48 Kit No: 480
Status: New Tooling
Panel Lines: Recessed Price: £32.99
Type: Injection Moulded Plastic
Parts: Plastic 57, Resin 23, Injection Moulded Clear 2
Decal Options: 3
Manufacturer: Classic Airframes
UK Importer: Hannants



Made in Czech Republic



Czech Master Resin 1/72 Scale
No. 136 AVRO YORK C.1 Conversion set

Avro York C.1 Conversion Set

Scale: 1/72 Kit No: 136
Status: New Tooling
Panel Lines: Recessed Price: £38.80
Type: Resin
Parts: Resin 40, Clear Resin 41, Vacformed
Clear 2
Decal Options: 4
Manufacturer: CMR
UK Importer: Hannants

Although technically a resin accessory kit, the size and scope of this kit warrants its inclusion here. Designed to work with the Airfix Lancaster kit, CMR's Avro York conversion is a long-overdue and excellent rendition of this important transport aircraft. The set includes a complete new fuselage, with resin pieces for all the portholes and a pair of vacform canopies. Vertical tail surfaces are included, as is a complete and comprehensive flight deck. New props and spinners are provided, and the instructions

show clearly where the Airfix wings will need to be cut to fit the new fuselage. Decals are provided for four machines: MW103; G-AGJA, a camouflaged York operating with BOAC in 1944; MW140 Endeavour in natural metal finish with either RAAF or RAF ferry flight markings; and G-ANTK, an ex-RAF machine still flying with Dan-Air in 1964 and now preserved at Duxford.



Polikarpov I-15 'Red Army'

Scale: 1/48 Kit No: 48023
Status: New Tooling
Panel Lines: Recessed Price: £TBA
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 33, Resin 46, Etched 12,
Vacformed Clear 6
Decal Options: 3
Manufacturer: Special Hobby
UK Importer: Hannants



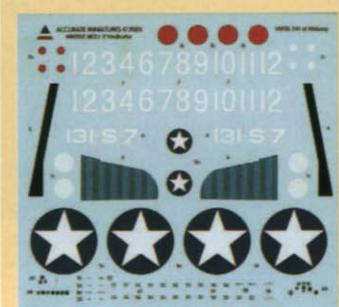
Heinkel He 176

Scale: 1/72 Kit No: 72102
Status: New Tooling
Panel Lines: Recessed
Price: £7.99
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 21, Clear 2
Decal Options: 1
Manufacturer: Jach
UK Importer: Hannants



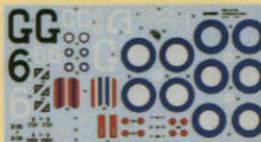
SB2U-3 Vindicator 'Battle of Midway'

Scale: 1/48 Kit No: 480202
Status: New Tooling
Panel Lines: Recessed
Price: £25.99
Type: Injection Moulded Plastic
Parts: Plastic 110, Etched 12
Decal Options: 11 (allows any aircraft of
VMSB-241 at Midway)
Manufacturer: Accurate Miniatures
UK Importer: Hannants
Also includes canopy masks.



SE5a

Scale: 1/48 Kit No: 419
Status: New Tooling
Panel Lines: Recessed Price: £16.95
Type: Injection Moulded Plastic
Parts: Plastic 72
Decal Options: 6
Manufacturer: Roden
UK Importer: Pocketbond



Reggiane Re.2000 Export
Version/Heja I

Scale: 1/72 Kit No: 72101
Status: New Tooling
Panel Lines: Recessed Price: £TBA
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 22, Resin 47, Etched 30
Decal Options: 4
Manufacturer: Special Hobby
UK Importer: Hannants



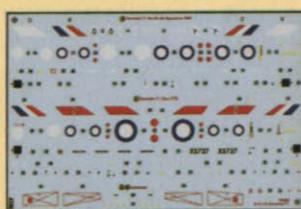
De Havilland Tiger Moth

Scale: 1/72 Kit No: 01015
Status: Reissue
Panel Lines: Raised Price: £3.99
Type: Injection Moulded Plastic
Parts: 26
Decal Options: 1
Manufacturer: Airfix



H.S.125 Dominie

Scale: 1/72 Kit No: 03009
Status: Reissue Panel Lines: Raised
Price: £7.99
Type: Injection Moulded Plastic
Parts: 66
Decal Options: 2
Manufacturer: Airfix



Czech Mini Master 1/144 Scale
No.03 Avro Shackleton MR.I/T.4

Avro Shackleton MR.I/T.4

Scale: 1/144 Kit No: 03
Status: New Tooling
Panel Lines: Recessed Price: £36.99
Type: Resin
Parts: Resin 50, Clear Resin 8, Plastic 4
Decal Options: 5
Manufacturer: CMR
UK Importer: Hannants



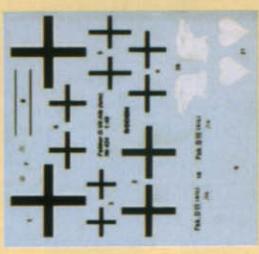
Martin T4M-1

Scale: 1/72 Kit No: 72054
Status: New Tooling
Panel Lines: Recessed Price: £31.50
Type: Resin
Parts: Resin 84
Decal Options: 1
Manufacturer: Ardpol
UK Importer: For further information
contact Aeroclub.



Fokker D.VII (late)

Scale: 1/48 Kit No: 424
Status: Revised Tooling
Panel Lines: Recessed Price: £14.95
Type: Injection Moulded Plastic
Parts: Plastic 88
Decal Options: 2
Manufacturer: Roden
UK Importer: Pocketbond





Kit contains PUR parts, coloured photo-etched parts and vacu-formed parts.

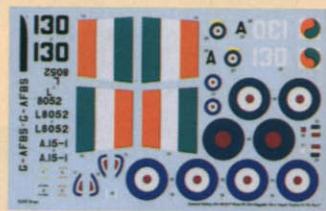
Miles Magister Mk I

Scale: 1/48 Kit No: 48037
Status: New Tooling
Panel Lines: Recessed Price: £18.99
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 36, Resin 11, Clear 2,
Vacformed Clear 2, Etched 25
Decal Options: 4

Manufacturer: Special Hobby
UK Importer: Hannants

It's nice to see an aircraft as under-represented as the Magister getting the treatment from Special Hobby. This crucial little trainer can be crammed full of detail with this kit, which includes a full interior in brass and resin and even a pair of vacformed

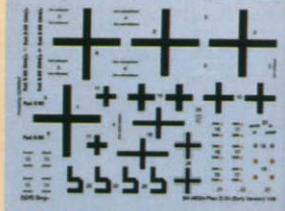
blind-flying hoods.
Parts and markings are included to model either the military trainer or the aircraft in its civilian guise as a Hawk Trainer Mk III.

**Pfalz D.XII Early Version**

Scale: 1/48 Kit No: 48026
Status: New Tooling
Panel Lines: Recessed Price: £18.99
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 32, Resin 8, Etched 21
Decal Options: 3

Manufacturer: Special Hobby

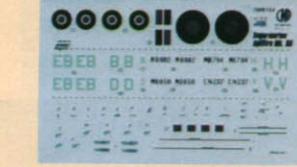
UK Importer: Hannants

**Supermarine Spitfire Mk XII**

Scale: 1/72 Kit No: 154
Status: New Tooling
Panel Lines: Recessed Price: £20.30
Type: Resin
Parts: Resin 32, Plastic 2, Vacformed Clear 2
Decal Options: 4

Manufacturer: CMR

UK Importer: Hannants

**DH Vampire T.11/T.22/T.35/T.55**

Scale: 1/48 Kit No: 494
Status: New Tooling
Panel Lines: Recessed Price: £24.99
Type: Injection Moulded Plastic
Parts: Plastic 41, Resin 18, Injection Moulded Clear 1
Decal Options: 4

Manufacturer: Classic Airframes

UK Importer: Hannants

**Sopwith 2F1 Camel**

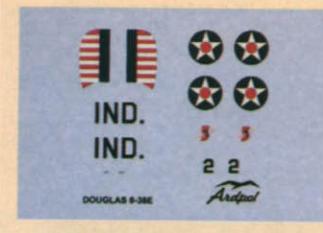
Scale: 1/72 Kit No: 044
Status: New Tooling
Panel Lines: Recessed Price: £7.50
Type: Injection Moulded Plastic
Parts: Plastic 121, Clear 7, Resin 2
Decal Options: 4

Manufacturer: Roden

UK Importer: Pocketbond

**Douglas O-38 E**

Scale: 1/72 Kit No: 72058
Status: New Tooling
Panel Lines: Recessed
Price: £TBA Type: Resin
Parts: Resin 52
Decal Options: 1
Manufacturer: Ardpol
UK Importer: For further information contact Aeroclub.

**Koolhoven FK-51 Dutch Version**

Scale: 1/72 Kit No: 72048
Status: New Tooling
Panel Lines: Recessed Price: £12.35
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 48, Resin 2, Etched 29,
Vacformed Clear 4
Decal Options: 3

Manufacturer: Special Hobby

UK Importer: Hannants

**Polikarpov I-16 Type 10/17 'Great Patriotic War'**

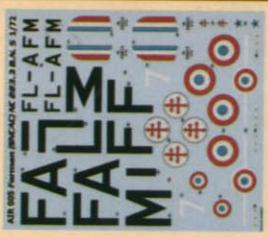
Scale: 1/32 Kit No: 32001
Status: New Tooling
Panel Lines: Recessed Price: £TBA
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 56 Resin 14 Clear 2 Etched 4
Decal Options: 3
Manufacturer: Special Hobby
UK Importer: Hannants

**MiG-15**

Scale: 1/144 Kit No: 14404
Status: New Tooling
Panel Lines: Recessed Price: £TBA
Type: Injection Moulded Plastic
Parts: Plastic 28, Clear 1
Decal Options: 5
Manufacturer: Attack
UK Importer: Hannants

**Farman NC 223.3 BN 5**

Scale: 1/72
Kit No: 005
Status: New Tooling
Panel Lines: Recessed
Price: £37.99
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 121, Clear 7, Resin 2
Decal Options: 3
Manufacturer: Azur
UK Importer: Hannants



Eduard mask - Aircraft - 1/48

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EX056 AH-64D Longbow REV/MON
EX085 Ar 234B Blitz REV
EX121 Ar 234C Blitz REV
EX021 AV-8B Harrier II HAS
EX106 B-17G Flying Fortress REV/MON
EX119 B-25J Mitchell REV/MON
EX105 B-26 Marauder REV/MON
EX063 B6N Tenzan/Jill I HAS
EX044 Beaufighter TAM
EX020 Bf 109E HAS
EX019 Bf 109E-3 TAM
EX018 Bf 109F HAS
EX017 Bf 109G-6 HAS
EX117 Bf 109E-4 TAM
EX049 Bf 109K HAS

EX051 Bf 110G REV/MON
EX109 C6N Saion/Myrt HAS
EX076 CH-46 Sea Knight ACA
EX103 Do 217E REV/MON
EX101 Do 335A Pfeil TAM
EX093 EE Lightning AIR
EX108 F-101 Voodoo REV/MON
EX001 F-102 Delta Dagger REV/MON
EX031 F-104 Starfighter HAS
EX501 F-104 Starfighter surface panels HAS
EX027 F-117 Nighthawk TAM
EX026 F-14A Tomcat HAS
EX037 F-14D Tomcat HAS
EX015 F-15C Eagle ACA
EX024 F-15E Strike Eagle ACA
EX038 F-15E Strike Eagle HAS
EX091 F-15E Strike Eagle REV/MON
EX002 F-16 Fighting Falcon HAS
EX003 F-18A/C Hornet HAS
EX080 F-18D Hornet HAS
EX004 F-4 Phantom II HAS
EX030 F-8 Crusader HAS
EX099 F-86F Sabre ACA
EX032 F2A Buffalo TAM
EX084 F2A Buffalo CLA
EX092 F4F Wildcat TAM
EX061 F4U-1 Corsair Birdcage TAM
EX033 F4U-1D Corsair TAM
EX071 F6F Hellcat HAS
EX111 Fiat CR 42 ITA
EX054 Fw 190A/F TAM
EX005 Fw 190D TAM
EX006 He 111 REV/MON
EX043 Hs 129 HAS
EX039 Hurricane Mk.I/II HAS
EX097 J1N Gekko TAM
EX095 J2M Raiden HAS
EX050 JAS-39 Gripen ITA
EX070 Ju 52/3m REV/MON
EX048 Ju 87B Stuka HAS
EX088 Ju 87D/G Stuka HAS
EX042 Ju 88A-4 REV/MON
EX086 Ki-27 Nate HAS
EX087 Ki-44 Tojo HAS
EX112 Ki-46 III Kai Dinah TAM
EX055 Ki-61 Hien HAS
EX059 Ki-61 I Hei Hien HAS
EX060 Ki-84 Hayate HAS
EX074 Me 262A Schwalbe TAM
EX096 Me 410 REV/MON
EX100 Meteor F.Mk.1 TAM
EX057 MiG 23/27 ACA/HOB
EX081 Mitsubishi F-1 Panther HAS
EX114 Mitsubishi T-2 Panther HAS
EX077 OV-1A Mohawk ROD
EX072 P-38 Lightning HAS
EX098 P-38 Lightning ACA
EX016 P-40B Tomahawk TRU
EX088 P-40B/C Tomahawk ACA/HOB
EX058 P-40E Warhawk HAS
EX113 P-40N Warhawk HAS
EX008 P-47D-20 Thunderbolt TAM
EX011 P-47D-25 Thunderbolt HAS
EX010 P-47D-25 Thunderbolt TAM
EX034 P-51B Mustang TAM
EX102 P-51D Mustang HAS
EX035 P-51D Mustang TAM
EX075 P-61 Black Widow MON
EX069 RA-5C Vigilante TRU
EX118 PBY Catalina REV/MON
EX078 RF-4B/E Phantom II HAS
EX053 SB2C Helldiver PRO
EX116 SB2U Vindicator ACC
EX012 SBD Dauntless HAS
EX047 SBD Dauntless ACC
EX041 SH-3/5-61 Sea King HAS
EX014 SM 79II Sparviero TRU
EX500 Spinner spirals
EX052 Spitfire Mk.I/V TAM
EX066 Spitfire Mk.V HAS
EX013 Spitfire Mk.VIII/IX HAS
EX079 Su-25 Frogfoot KOP
EX104 Su-27 Flanker ACA
EX083 Su-7 KOP
EX120 Ta 152 ITA
EX036 TBF/TBM Avenger ACC
EX090 Typhoon Mk.Ib Bubbletop HAS
EX082 Typhoon Mk.Ib Door Canopy HAS
EX110 V-22 Osprey ITA
EX094 WWI Wheel Discs

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Reviews

Special Hobby

PIAGGIO P.108B

Technical Data

Scale:	1/72nd
Kit No:	SH72035
Price:	£TBA
Production:	Limited
Panel Lines:	Recessed
Status:	New Tooling
Type:	Limited-run Injection Moulded Plastic & Resin
Parts:	Plastic 87, Resin 47, Clear 13
Decal Options:	2
Manufacturer:	Special Hobby



The Kit

For such a large model Special Hobby have done a very good job with the moulding, with very nice engraved panel lines and subtle fabric effect. The parts breakdown is logical and the additional resin parts more than adequately cover the finer details such as the seats, instrument panels, night damper exhausts, propeller bosses and gun barrels. The fuselage lacks internal structural detail, there's not even sidewall detail in the main cockpit area. Instructions are very well laid out and easy to follow.

Construction

For the cockpit and fuselage Special Hobby suggest dark green interiors, but an online source recommends overall aluminium instead of the



more familiar *verde anti-corrosivo*. For such a large cabin there is little detail provided beyond seats, sticks, panel and central console. No provision is made for the waist guns to be shown in the open position, but with such a bare interior it's probably best left that way. The bulkhead with the spar needs to be aligned accurately — or better still not glued at all — allowing a bit of play when fixing the wings.

The cowlings and engines are the most troublesome part of the assembly. The cowling halves were glued together and their upper and lower resin air scoops attached. The engines, already painted black and dry-brushed with silver, can be inserted into the cowlings from the back, but there are no positive location points for them. I made sure the front of the engine crankcase was just inboard of the cowling aperture before gluing. The main problem comes when trying to attach the cowls to their respective

nacelles. There did not seem to be any way of doing so without leaving a gap (and enough space for each exhaust). I cut tabs of plasticard, matched to the internal diameter of the cowlings, which were glued onto



the fronts of the nacelles. The propellers are handed, but the instructions do not make it clear on which side they go: they should rotate towards the fuselage.

Although most of the seam on the joined clear nose sections will be

covered with paint, a small section is unavoidably in a clear area. The main canopy was a very good fit, and only required a small trim around the front and rear edges to drop into place. The fuselage aperture for the belly gun turret was too small, but instead of reaming it out I reduced the depth of the clear part and glued it straight onto the surface to replicate its fully retracted position.

Colour Options

Two, based on the home defence or Continental scheme of overall dark olive green with light blue/grey lower surfaces. One is for a captured P.108 with American markings, the other for a night bomber with black

applied over its lower surfaces, white fuselage band and rudder cross. This was probably the *nero fumo* powder used specifically for this purpose and known for not covering well. Instead of using the decal supplied for the blacked-out rudder cross (a fuselage band is not supplied), I sprayed the white fuselage band and rudder cross and grey lower surfaces in the usual manner then airbrushed black over the top to try and replicate the patchy appearance.

Conclusion

This is a large kit and Special Hobby have done an excellent job of capturing the very distinctive lines of the P.108. It would appear that they have relied heavily on the *Ali d'Italia* publication when preparing this model, as the parts match up to the drawings extremely well, so overall accuracy is not in question. It makes a completely absorbing and enjoyable build, although it will pose a few challenges to less experienced modellers.

Chris Busbridge



Technical Data

Scale: 1/48 Kit No: 8126
 Price: £19.99
 Panel Lines: Recessed
 Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 153 Decal Options: 4
 Manufacturer: Eduard
 UK Importer: Hannants
 Includes Express Masks



The Kit

This latest WWI offering from Eduard is one of their best to date. The kit contains excellent detail straight out of the box. Instructions comprise 16 A5 sides of diagrams and a colour sheet for paint and markings. Also included are some painting masks for the wheels.



Construction

Assembly of the cockpit comprises some 30 parts containing a very high level of detail. The cockpit needs to be painted during the build as it's difficult to access later but easy to see the results when finished. There's not much else to say about construction, just follow the diagrams and it's finished. I found one number error with parts B23 and B24, which were

transposed. Eduard supply a two- and a four-bladed propeller and two different bomb loads. The most difficult jobs were the rigging and control cables. The diagram supplied misses a few wires and adds an extra set to the tail that does not appear in photographs or preserved aircraft, so I'd suggest checking photographic references for which rigging to install.

Colour Options

Four colour schemes are given: C814 of No 48 Squadron; C4695 of No 2 Gunnery Training; B1112 of No 22 Squadron; and C4619 of No 62 Squadron. All had khaki uppersurfaces, doped linen undersurfaces and, except for C4619, grey noses. C4695 also had a coloured chequer pattern on the sides of its nose. The decals adhered well

with no silvery — top rate. The only tricky area was the roundels, which have control cables exiting right through their centres, so I cut them in half and slid them together around these obstacles.

Conclusion

This was one of the easiest review kits to build, as it was a just a case of following the instructions. Construction was straightforward, but not necessarily easy, as the final result depends on how much rigging you're prepared to add. The model has a surprising level of detail and leaves me wondering what Eduard could possibly add in their forthcoming Profipack version — I'm going to get one to find out!

Paul Gilson



ACADEMY
HOBBY MODEL KITS

Fairchild Republic A-10A [Operation Iraqi Freedom]

Technical Data

Scale: 1/72nd Kit No: 12402
 Price: £TBC
 Panel Lines: Recessed
 Status: Reissue (New Decals)
 Type: Injection Moulded Plastic
 Parts: Plastic 98 (Grey), 5 Clear
 Decal Options: 2
 Manufacturer: Academy Plastic Models Co., Ltd
 UK Importer: Toyway



The Kit

The 103 parts come on eight sprues moulded in hard light grey plastic. The moulding is crisp with good definition, and all panel lines are



recessed. The single-sheet instructions are clear and concise

Construction

The cockpit is made up of tub, stick, instrument panel, three-part seat, canopy-opening mechanism and gunsight. Decals are provided for the instruments. The nosewheel well fits under the cockpit and has some internal moulded detail. Problems start with the underside of the front fuselage

(A5) and the nosewheel well (D26), where there are gaps that are difficult to reach. The wings need some padding on the insides of the lower halves to get a smooth joint at the trailing-edges, while the engine intakes (D18-19) are too big and need a lot of trimming, filing and rubbing-down to get a nice flush fit. The wings aren't too bad with just some trimming needed to get a good fit with the bottom of the fuselage, but on the topside there are

gaps at both roots that need filling. The undercarriage is well detailed and the wheels have a moulded mark to show where to cut off the tyres to flatten them — a nice touch not mentioned in the instructions. The canopy is in two parts, very clear and fits without any modifications.

Colour Options

Two, both in shades of grey. I used Xtracolor X136, X135 and X130, and picked out the control surfaces with Humbrol gloss black. After decalling the whole model was given a coat of Winsor & Newton's acrylic matt varnish, which provides a nice flat finish if applied by brush, but does not airbrush well.

Decals are printed to a high standard in perfect register, with markings for two aircraft and stencils for one. The shark's mouth provided for the nose was a poor fit, and there was a little silvery here and there.

Conclusion

A good kit that builds up in to a nice looking A-10, but increasing the price for just a new set of decals strikes me as debatable value to say the least.

Tim Large



Sopwith 5F.1 Dolphin

Technical Data

Scale: 1/72
Kit No: 5008
Price: £15.85
Panel Lines: Recessed
Status: Reissue
Type: Resin
Parts: Resin 42
Decal Options: 4
Manufacturer: CMR
UK Importer: Hannants



The Kit

Ask any WW1 modeller for a wish list and the Sopwith Dolphin is likely to be somewhere towards the top, making this reissue from Czechmaster an exciting prospect. The kit features cleanly cast resin and a brand-new set



of decals. The instructions are very clear and comprehensive, with enough information to build the model without necessarily needing additional reference material.

Construction

The cockpit is a simple affair with the level of detail one would expect from a modern plastic kit. It went together well, although the bucket seat was positioned a little too low and the width of the floor needed to be reduced in

order to fit. My fuselage halves were warped and needed to be carefully coaxed into position. The wings and tailplane also showed some signs of warpage. All the struts needed to be reduced in length in order to allow the upper wing to sit as it should just above the fuselage, giving the model that characteristic 'Dolphin' appearance.

Colour Options

Four, two of which are from No 87 Sqn, RFC: C4168/S flown by J C Callaghan, and C Montgomery-Moore's E4514/E. The other options are Canadian Forces' F7085, and C4131/T of No 79 Sqn with striking chequerboard livery. The decals are superbly printed and reacted well to Micro Set — first rate.

Conclusion

The make-up of this kit is very similar to that of its plastic cousins, making this an ideal entry point into the wonderful world of resin biplanes for any modeller with the confidence to deal with minor fit and warp problems. With the addition of a good quality decal sheet Czechmaster have obviously felt it worth investing in this kit and can be commended for doing so.

Dave Hooper



Polikarpov I-15 bis

Technical Data

Scale: 1/72
Kit No: 72012
Price: £4.99
Panel Lines: Recessed
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 48, Clear 1
Decal Options: 2
Manufacturer: ICM
UK Importer: The Hobby Company



The Kit

ICM first produced the kit of the I-15 bis in the mid-90s, and it was rather good. When I received this particular kit for the review I thought it would be just a reboxing of the old mould, but I am happy to report that it is a new tooling and a great one, too. All the raised panels



on the real aircraft are raised on the kit, every single rivet is represented to scale, and the fabric effect on fuselage and wings is impressive.

Construction

ICM have provided every imaginable detail for the cockpit and I can see no real possibilities for aftermarket

Care and dry fitting are required when attaching the lower wing, as the detail on the lower part of the centre-section will not survive sanding. Mine required only minor applications of Mr Surfacer.

Colour Options

Only two colour options are provided in the kit, both for aircraft from the 71st Fighter Regiment of the Baltic Fleet Air Arm.

I pre-shaded the whole airframe gloss black. The undersides were painted light blue and then masked-off for painting the uppersurfaces light green. When thoroughly dry I masked off the areas that were to remain green using the ancient method of wet paper and soap — the



Technical Data

Scale: 1/48
Kit No: 2640
Price: £16.99
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 80, Clear 1
Decal Options: 3
Manufacturer: Italeri
UK Importer: The Hobby Company



The Kit

I'd been waiting for this one and was not disappointed. The detail is some of the finest I've seen in plastic. The fabric surfaces are well done, being quite subtle and looking accurate for scale. The instructions are fold-out and very easy to follow.

Construction

As usual the cockpit is the starting point, and here you have a choice: use decals with the optional 'flat' parts for the instrument panel and side console, or use the raised-detail parts and paint them yourself. I chose the decals, which worked out quite well. The upper and lower wing have twelve struts to join them and this is where I always have trouble. My solution is to

secure the bottom wings, then build a temporary support for the upper wings and fit the outer interplane struts, gluing the upper joints and using 'tacky wax' to hold them temporarily. When thoroughly dry, I work from the cabane struts outwards, doing two fixtures per side at a time. This allows me to remove the upper wing for spraying later.

The supplied engine is well detailed, but my example needed thorough cleaning of the seam lines — not easy on the smaller parts. The cowling and covers fit tightly around the engine. The undercarriage legs required some filler at the spot-to-strut joint.

Colour Options

All three options are Luftwaffe aircraft: 1/NSGr.9, Rome, March 1944, and two from 2/NSGr. 9, Turin, April 1944. I chose one of the 2/NSGr. 9 aircraft and started with an overall coat of Xtracolor RLM 76 which I allowed to dry for three days. I then masked off with very small amounts



Blu-Tack moulded to shape and sprayed with brown (Life Colour UA 016, Marrone Mimetico 1), before adding more masking and spraying green (Life Colour UA 111, Verde Oliva Scuro 2). The lower surfaces were all

done freehand at low pressure (and a wing and a prayer).

The decals are well printed, in register, and settled down well with Micro Set and Micro Sol.



Conclusions

Apart from the seams, filling, and complicated spraying, this is a beautiful little kit. I can see it being a show winner for those who like to superdetail. The average modeller will find it a delight to build (I did) with no vices, and best of all, good value for money.

Mick Condra



instruction sheet's camouflage pattern was enlarged to scale, copied onto soft paper, then cut out, dipped in soapy water and placed on the model. A 90:10 mixture of gloss black and white was sprayed onto the unmasked surfaces, then I airbrushed thin lines of pure black onto the recesses on the surface of the model. After every coat of paint was dry the

parts were dipped into clean warm water and the soap under the masks dissolved, leaving a hard-edged camouflage pattern.

With the upper wing attached (the cabane struts needed trimming by about 1 mm) it was time for rigging. The I-15 bis didn't have much, but the sets of double wires going from the lower wing to the cabane struts

and from the cowling to the outer struts were still a major challenge. I used 'Model Wire' by Hobby Plus, painted gunmetal.

The decals are the weakest point of this kit. Although in good register, the white is not translucent. The colours look authentic, but the lacquer layer is so inflexible that silvering was almost inevitable.

Conclusion

An excellent model, but because this is a biplane, assembly is inherently

not easy and some skill and patience are required. I am definitely going to buy a few more of those kits to make them in different paint schemes and with opened cowlings. I have one request for ICM: *please* make the I-15 and I-153! You already kit I-15 bis and I-5, so surely you can use some parts of both to give us those other fighters?

Konstantine Malinowski



Technical Data

Scale: 1/48th	Kit No.: 3179
Price: £19.20	Panel Lines: Recessed
Status: Reissue	
Type: Injection Moulded Plastic	
Also Includes: Eduard Express Masks for Wheels and Canopy.	
Parts: Plastic 156 (Grey), Clear 10	
Decal Options: 4	
Manufacturer: KoPro	
UK Importer: Hannants	



The Kit

Inside the quite full box are four grey sprues of crisply-moulded parts, plus one clear sprue in its own plastic bag,



decals, and a set of Eduard Express Masks for the wheels and canopy. The kit consists of 196 parts crisply moulded with little to no flash.

Construction

Construction starts with the offensive weapons, then on to the cockpit which is dealt with as a sub-assembly. The undercarriage is in four main parts, but is fairly basic and heavy, with little detail. All parts fit together well, with little filling required. The kit includes

a good representation of the access ladder and a selection of payloads, with suitable combinations given in the instructions.

Colour Options

Four options: all-black Indian Air Force machine with sharkmouth; a



camouflaged IAF example; an overall silver aircraft of the Afghan Air Force; and an Egyptian Air Force aircraft in camouflage.

The decals do not adhere well and need to be fixed.



Conclusion

This kit has nice surface detail, goes together relatively easily, but is let down by the lack of detail in the undercarriage and wheel wells. Nonetheless it is well worth a look.

Pete Nixon



Göppingen Gö 9

Technical Data

Scale: 1/72nd
Kit No: 72 024
Price: £TBA
Production: Limited
Panel Lines: Recessed
Status: New Tooling
Type: Limited-run Injection Moulded Plastic & Resin
Parts: Plastic 28, Resin 5, Clear 2
Decal Options: 2
Manufacturer: AML



The Kit

The olive green plastic parts are well moulded with recessed panel lines. The resin parts are very well done, and the canopies (two provided), although

not the clearest I've ever seen, feature some nice sharp moulding.

Construction

Assembly starts with the cockpit, which consists of a resin seat (with seatbelts moulded in), stick, and a nicely detailed floor and instrument panel in plastic. The wing is made up of three parts. The pusher propeller is a fiddly set-up with the blades supplied as separate parts in plastic while the tiny hub is resin. I replaced the hub with a plastic part from the spares box to ensure a strong bond. The nosewheel leg is crude and chunky and lacks the mudguard that the full-size had. Last to fit are the pitot tube and aileron mass balances, which are both in resin. There are no fixing points for these items, but their locations are shown on the instructions.

Colour Options

As only one Gö 9 (D-EBYW) was



made there's not a lot of scope here, but AML have done their homework and provided details of a slight variation between the 1940 and 1941 appearance of the aircraft. The

airframe is overall RLM 05 cream, for which I used Humbrol Satin Oak 71. The decals are well printed, but a tad thin, so some care is needed as they easily fold up on themselves.

Conclusion

This kit was a pleasure to build and had no major vices. Main dimensions are within a millimetre of those given on Dan Johnson's website www.luft46.com, which has an excellent write-up on the Gö 9.

So who will want this model? Anyone interested in the Dornier Do 335 Pfeil, as the Gö 9 played an important role in that aircraft's development. And anyone into prototype aircraft should make space on the shelf for one — at 100 mm span it won't take up much room!

Tim Large



Technical Data

Scale: 1/72nd
 Kit No: B69
 Price: £22.77
 Panel Lines: Recessed
 Status: New Tooling
 Type: Resin
 Parts: 63
 Decal Options: 1
 Manufacturer: Choroszy
 UK Importer: Contact Aeroclub for further details



The Kit

Three sealed bags contain 64 superbly moulded resin parts, a decal sheet, and a sheet of clear plasticard for the windscreens. Instructions come on an A5 format sheet and need a lot of study as they are far from clear.

Construction

Up until assembly of the main wing all went well, with fit equivalent to that of a good injection kit. There is excellent detail in the cockpit and on the fuselage sides. The wing is made up of three parts, with two struts from the fuselage supporting the centre section. With no locating holes for the struts getting it right it is a matter of trial-and-error, but once achieved the rest of the kit, including the eight-part undercarriage assembly, went together with few problems.



Colour Options

Just one, in overall silver finish, for which I used Humbrol 11. The decals comprise 20 Hinomaru of different sizes, so there are plenty to spare if you mess up. They adhered without problems.



Conclusion

This was without a doubt the best resin kit I had ever made. The lack of locating holes made it a tricky and time-consuming build, but if Choroszy Modelbud make the aircraft you want, go buy them. You'll take a long time building, but in the end you will be rewarded with an excellent model.

Tim Large



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Hawker Hunter F.Mk.6

04350

1:72 Scale/Span 14.2cm/Length 19.4cm

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Technical Data

Scale: 1/72
Kit No: 04422
Price: £4.99
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 55, Clear Plastic 5
Decal Options: 2
Manufacturer: Revell AG



The Kit

I was amazed at how much was jammed into this small package: 49 white plastic and five clear parts respectively, with the clear parts separately bagged. The six-page A4 instruction sheet is to Revell's usual format.

Construction

This starts with the interior. All the small parts fitted snugly into their respective holes, and decals are provided for the instrument panel and consoles. All the seats have moulded belt detail, and alternative seating arrangements are evident in the holes not used in the floor of this model,



suggesting more variants to follow. I found it best to paint the interior parts before assembling the cabin.

Construction was a formality as it all started to take shape quite quickly. A little filler was needed around the top of the engine housing, and there is also an instruction to fill holes on top of the cabin, which suggests that a rescue version may be coming soon. There is some delicate exterior detail so it may be advisable to leave this off until the main painting and decalling is done.

The last thing to attach is the rotor assembly, which fitted together well.

Colour Options

Three: D-HMBM, the colourful company demonstrator based at Donauwörth, Bavaria in the summer of 2003, and two machines belonging to the *Polizei Hubschrauberstaffel Hessen*. The decal sheet contains some very striking artwork. The decals went on without any silverying or creasing.

Recommendation

The model measured accurately when scaled-up to the actual helicopter, so full marks to Revell. I found this to be an enjoyable little kit that results in a very striking and colourful model. It was easy to assemble for all skill levels, but care is needed with the more delicate parts.

David Holman



Jaguar T.2

Technical Data

Scale: 1/72
Kit No: 1251
Origin: Hasegawa
Price: £6.99
Panel Lines: Engraved
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 103, Clear 5
Decal Options: 3
Manufacturer: Italeri
UK Importer: The Hobby Company



The Kit

All parts show very nice recessed panel lines, and first impressions are good, but the ejection seats have different-sized head boxes and only that with the larger box comes close to resembling the Martin Baker Mk-9B/Mk 2. If I were to build another I would invest in Aeroclub's replacement seats (72026). While the main gear and airbrake bays show some well executed detail, the nose gear bay leaves a lot to be desired. On the port side of the fuselage there is a

recessed panel line denoting the closed door of the main wheel bay, but this is missing from the starboard side and needs to be scribed-in (I forgot!). The internal faces of the intakes are very poor indeed; you can see right the way through to the back of the airframe.

Construction

Cockpit assembly was straightforward. I sprayed it matt black and dry-brushed the raised detail on the side consoles and the instrument panels in light grey before fixing the tub assembly into the front fuselage halves. While this was drying I set about completing the rear fuselage/wing assembly. Take care when fixing in the lower rear fuselage (part 10B). I suggest removing the locating lugs to avoid an unsightly step between the main fuselage and this part. The fit of



parts throughout is not great. I had to use filler on every seam, which meant a marathon sanding session and the loss of a lot of the lovely recessed detail. Nonetheless, the kit only took a few hours to assemble before it was ready for paint.

Colour Options

Three: an overall Dark Sea Grey machine of No 54 Squadron; a Desert Sand example from No 6

Squadron; and finally a camouflaged aircraft from No 41 Squadron. I chose the No 54 Squadron option. The decals settled well without use of setting solutions, but they are way oversize. The fuselage roundels are to 1/48 scale, and the fuselage codes are at least double the size they should be. No points for accuracy there, then!

Conclusions

This is an easy kit to build and it looks the part; but it is let down by poor fit and those oversize decals. Those with some experience will be able to overcome the kit's shortcomings and a nice representation could be made with a little effort and an aftermarket decal sheet.

Mark Chadbourne



Technical Data

Scale: 1/100th
Kit No: 60021
Price: £9.50
Panel Lines: Recessed
Status: Reissue
Production: Limited Edition
Type: Injection Moulded Plastic
Decal Options: 2 (RAF & RSAAF)
Manufacturer: Tamiya Inc.
UK Importer: The Hobby Company Ltd.



one in Japanese) complete the contents. The level of detail is basic, and because of the odd scale you'll have to scratchbuild any details you want to add.

Construction

The first job is to cement a plastic nose weight into the lower half of the fuselage. To the cockpit tub, which is moulded integrally with the upper half and contains no detail, you add two generic-looking ejection seats. Fit the bomb bay door, which is designed to rotate and display the bomb load, bring the fuselage halves together, add wings and tail assembly and that's about it. The intakes and tail pipes leave nasty seam lines inside that are a real pain to erase, so I just painted the insides of these areas black and left it at that.

Colour Options

A choice of three aircraft, two Royal Navy and one South African Air Force. I went for the RN Extra Dark Sea Grey machine, using Humbrol 123 followed by a coat of Johnson's Klear as a base for the decals. These are well printed and none of the dark paint showed through, even on the white areas.

Conclusion

A good 'weekend' kit. It builds quickly, anyone can have some fun with it, but it's an odd scale, has very little detail, and at nearly £10 the price is a little steep. But if you love the Bucc, you'll love this kit.

Mark Chadbourne

The Kit

This is a reissue of the kit that Tamiya produced in the early 1970s. You get two sprues of light grey plastic with indistinct raised panel lines and a separately bagged clear sprue containing the canopy and a stand. A nicely printed decal sheet and two instruction leaflets (one in English and



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Technical Data

Scale: 1/72
Kit No 04355
Price: £7.99
Panel Lines: Engraved
Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 131, Clear 5
Decal Options: 3
Manufacturer: Revell



The Kit

All of the recessed surface detail is superb. Numerous parts on the sprues apply only to the single-seater and can be consigned to the spares box.



The instruction sheet is to Revell's customary style, featuring a brief description, paint references in Revell own colour numbers, sprue layout and construction, painting and decalling details, concise and well laid-out.



Construction

Stages 1 to 10 all deal with the cockpit. Each cockpit is supplied as a separate tub, with three-part ejection seat, control column and instrument panel. Construction moves on apace and before long the fuselage is assembled and your thoughts can turn to painting.

Colour Options

Three are provided: 313 Squadron, Royal Netherlands Air Force in dark/light grey uppersurfaces and light grey undersides with the vertical tail in two-tone blue carrying special markings for the NATO 50th Anniversary; Belgian Air Force in three greys scheme as above; and USAF 363rd Tactical Fighter Wing, again in the usual three greys scheme.

The decals are nicely printed with superb colour registration and density

and go on without the need for setting solutions.



Conclusion

A very nice kit, simple to build with no filler required at any stage. Detailing is good throughout and complemented by the decals. I am no great fan of measuring a model to see whether it matches published dimensions: all I will say is that it certainly looks like an F-16B.

Andy McCabe



Nardi FN.305

Technical Data

Scale: 1/48 Kit No: 48019
Price: £13.75
Panel Lines: Recessed
Status: Revised Tooling
Type: Limited-Run Injection Moulded Plastic
Parts: Plastic 25 Resin 3 Etched Brass 9
Vacform Clear 2
Decal Options: 2
Manufacturer: Special Hobby
UK Importer: Hannants



The Kit

This is a reboxing of Special Hobby's original 1/48 release. The only difference this time around is the decal sheet, which provides non-Italian schemes for Luftwaffe and Hungarian Air Force aircraft.

Construction

With the original release having been

previously reviewed, it is only necessary to point out the slightly different approach taken to build this example. I glued the fuselage halves

together first, as there is plenty of room to add detail for the rather minimalist cockpit later. This time around the top wing halves, not to the

one-piece lower wing, were glued to the fuselage first, then the lower wing was taped to the fuselage to aid the alignment, and only after making sure

P-40K-5/Kittyhawk III

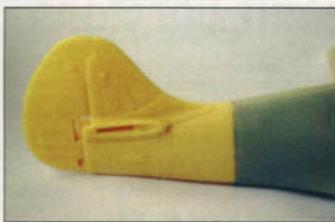
Technical Data

Scale: 1/48
Kit No: 489213
Price: \$24.98
Panel Lines: Recessed
Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 48, Clear 5, Resin 1
Decal Options: 4
Manufacturer: AMtech
UK Importer: Hannants



The Kit

This is a reissue of the AMtech/Ertl P-40E kit with a new resin tail section by Black Box. The kit contains a redundant second set of fuselage parts and exhausts. There is also a new decal sheet from AMtech with that includes some P-40E schemes that are not used. The instructions comprise nine A4 pages of diagrams, colour schemes and details of the modifications required to fit the resin tail.



Construction

The cockpit as supplied is well detailed but needs a few modifications for an accurate K-5 which involve removing surface detail and repainting instruments in the correct positions. A few extras from rod and wire produced a level of detail that looked good after painting and dry-brushing the highlights. Surgery is needed to remove the plastic tail and fit the resin replacement. The inside edge of the fuselage and plug section of the resin both needed chamfering to fit. The wings comprise three parts to which I added some plasticard to complete the wheel wells, and also drilled out the gun barrels. Everything else fitted well and the model was soon ready for painting. The kit has the option of two 500 lb bombs — although only one was carried — and a centreline droptank,



which I chose. I added the canopy after painting, leaving it in the open position. The moulding is a bit thick; a vacform canopy would have sat better.

Colour Options

Four colour schemes are given, although there are decals for more.



The featured schemes are a P-40E from Texas in mid-1943; two RAAF Kittyhawk IIIs from North Africa in 1942; and a USAAF P-40K-5 in Egypt in 1942. I choose the latter, which is also featured on the box top. This aircraft has the *Death on Wings* nose art and scorpion tail art on a sand-coloured airframe.

Conclusion

This was one of those reviewer's dreams, a good kit that went together with only minor additions, an interesting choice of colour schemes and no real pitfalls. It's the first P-40 I've ever done that didn't have a set of teeth, and I'm really pleased with the finished article straight out of the box (actually, it was a pre-production sample that didn't have a box, and it also says 'Limited Edition', so get one while you can).

Paul Gilson

the joining surfaces were even was it fixed in place.

The rest was simplicity itself. The undercarriage linkages are a little overscale and best replaced with smaller diameter rod, and the etched mud scraper detail is very delicate and easily lost. With two vacform canopies supplied there is an opportunity to display the cockpit open. One other fix is to add exhaust stubs, as the model only has engraved detail. The exhausts protrude at a slight angle, in scale terms about 1 mm or so.

Colour Options

Both schemes have the dark olive green/grey Continental scheme. I chose the Hungarian as the more colourful, airbrushing the red, white and green bars and yellow bands. The decalling diagrams had conflicting information. The ID codes are larger than indicated, which meant that the red outline fell short of the yellow band. Increasing the width of the yellow band would have helped, but then it would have been too wide. The red outline of the ID codes did not



have a good white base, so they appear very dark over the green, and while the upper wing markings appear to be the right size on the decal sheet, they are marked in the wrong position (and at the wrong size) on the instructions.

Conclusion

The model is absolutely fine, very accurate, reasonably detailed and quite an unusual choice for 1/48 scale. However, this release is a missed opportunity, as options for other countries known to have operated this aircraft such as France, Chile and

Russia could have been included on the decal sheet.

Many thanks to Special Hobby for the review sample.

Chris Busbridge



Revell Sukhoi Su-27 Flanker B

Technical Data

Scale: 1/72nd
Kit No: 04319
Price: £13.99
Panel Lines: Recessed
Status: Reissue
Type: Injection Moulded Plastic
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



The Kit

Inside Revell's familiar end-opening box are six sprues of parts in nicely workable grey plastic. The fuselage is moulded as upper and lower halves instead of the usual left and right.

Construction

The cockpit is a little disappointing, comprising a two-part tub, seat, control column and an instrument panel.

Console detail is provided on decals. The intake trunks are each made up of eight parts that are a nightmare to get together due to the lack of locating tabs. I opted to model the intakes with the supplied covers down, to avoid the problem of cleaning-up the joint lines inside the trunking. The canopy has a very prominent mark running down its centre. I scraped most of it off then sanded it with progressively finer fingernail buffing sticks. These are a cost-effective way of making good

faults on clear parts — just take your time, using circular sanding motions, then dip the parts in Klear/Future, run off the excess, and leave to dry overnight.

Colour Options

Three, two from 1st Squadron, 941, IAP-PVO, Kilp-Yavr AB, Kola Peninsula from 1999 and 2000, and another in the colours of the Ukrainian Air Force demonstration aircraft in 2000. I followed Revell's



mixing instructions for the colour scheme, but I wouldn't recommend this course as the finished colours are incorrect. The decals are fantastic, featuring every item of stencilling for the airframe and weapons.

Conclusion

A very well thought-out kit, but it's a shame about the lack of cockpit detail. The number of decals to be applied could deter some younger modellers, but that aside, this is a wonderful kit. I've already got another waiting, and will get that complex Ukrainian scheme done when I feel brave enough!

Mark Chadbourne



Sparmann Jageren P1 Open and Closed Cockpit Versions

Technical Data

Scale: 1/72 Kit No: 72055
Price: £22.50
Panel Lines: Recessed
Status: New Tooling
Type: Resin
Parts: Resin 21
Decal Options: 1
Manufacturer: Ardpol
UK Importer: For more details contact Aeroclub



The Kits

Only ten of these aircraft were ever made. They were used for general training and communications between 1935 and 1945. The kits each come with 30 cream resin parts, exploded-view minimal assembly instructions, and a simple decal sheet containing markings for both aircraft. Clear acetate is provided for the open cockpit version's windscreens, while two vacform canopies are supplied for the closed cockpit variant.

Construction

I built the two kits side by side. The instructions provide only basic colour details, so a little research was in order for the cockpit interiors. The Swedish Air Force Museum website provided a photograph of the open cockpit

Technical Data

Scale: 1/72 Kit No: 72056
Price: £22.50
Panel Lines: Recessed
Status: New Tooling
Type: Resin
Parts: Resin 21, Vacform Clear 2
Decal Options: 1
Manufacturer: Ardpol
UK Importer: For more details contact Aeroclub



version, and the simple cockpits were soon constructed, with details picked out in wood, leather and metallic

acrylic paints from Humbrol. Very little can be seen once the kits are assembled. Both fuselages required some filling and rubbing down and whilst the wings and tailplanes have locating pins, they need careful attachment as they are fragile. The instructions indicate slight dihedral on the wings, so it would be best to use an adhesive with a little setting time to enable adjustment. I used Flash superglue and had to break the joint on the first set of wings I attached as I was not satisfied with the result. I used stainless steel wire for the bracing wires, but had not completed rigging when the accompanying photos were taken.

Colour Options

The two aircraft portrayed in the kits had respectively aluminium overall

and green uppersurfaces with aluminium undersides. For the open cockpit variant I used Tamiya dull aluminium with the polished metal cowlings and wheel spats picked out in chrome silver. For the uppersurfaces of the enclosed cockpit model I used Humbrol 102, which matched the artwork on the box lid. The decals went on easily and had good density, settling nicely over detail.

Conclusion

I recommend these kits for any modeller who is prepared to spend time getting a good finish on the filled surfaces, and one who can work on small kits. Methinks I may need to move on to 1/48 scale soon!

Simon Bachelor



Technical Data

Scale: 1/48
Kit No: 02413
Price: £49.95
Panel Lines: Recessed
Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: 219 Injection Moulded Plastic, 25 Clear Plastic, 25 Photo-Etched, 6 Soft Vinyl, 4 Hard Vinyl, 9 Metal Shafts, 1 Acetate Film
Decal Options: 2
Manufacturer: Trumpeter
UK Importer: Pocketbond



The Kit

Inside the large top-opening box are eight light grey sprues and one of clear plastic, all crisply moulded with fine recessed detail. Also included are



items in soft and hard black vinyl, a photo-etch fret, steel rods and an acetate film. The kit is basically the Mk V with additional parts to turn it into a 'high altitude' Mk VI.

Construction

Assembly begins with the engine, which is fairly well detailed. A soft vinyl wiring harness is provided, but its locating pins do not match up with the holes in the engine. It stuck well with superglue and took paint with no problems. The engine firewall also has soft vinyl parts for its plumbing, while the cowlings are all



separate, and the two side panels are moulded in clear plastic.

The cockpit is well detailed except for the seat, which bears no resemblance to any Spitfire seat I have ever seen. It is a multi-part construction, so a lot of effort by the toolmakers went into it, and all the more unfortunate that it is not accurate. The main cockpit fittings and fixtures, throttle, trim wheels, are all included, and the instrument panel is a clear part with holes to show the instrument faces.

All control surfaces are separate. Trumpeter provide a hinge system of steel rods and photo-etched hinges that is fiddly to assemble and means the ailerons will droop down instead of operating differentially. The rudder has an external activator rod that stops it from moving. I cemented all the control surfaces in place. Fitting the extended wingtips for the Mk VI requires some minor surgery along panel lines to remove the existing tips. The other new parts are for the four-bladed propeller fitted to this version.

The transparent parts are well moulded, clear and thin, but the main hood features the small direct-vision panel that was not present in the Mk VI and conversely the windscreen does not have its DV panel marked.

The undercarriage is moulded in hard black vinyl and has working

suspension via a spring-and-piston system. The legs take paint well and feature some very fine detail, but how this type of plastic will cope over

One scheme is for an unnamed Eagle Squadron aircraft with no fuselage codes, the other for a 124 Squadron machine, whose codes were ON- not NO- as shown the side of the box. The decals are by Cartograph and are thin, well printed and in register, with good colour density.

Conclusion

Only 100 Spitfire VIIs were built, so why make a model of it? Presumably the relative ease of adding a couple of new parts to convert the Vb presented Trumpeter with an attractive option. Nonetheless, it is a lovely kit, despite the dubious seat. The working hinges and suspension are gimmicky, but overall the model



time with the weight of the finished model remains to be seen.

A centreline rack and bomb are provided, but a Spitfire carrying a bomb is like a Ferrari towing a caravan — it just doesn't look right.

Colour Options

Markings are provided for two RAF machines, AB534 and BR579, both in Dark Green and Dark Sea Grey over Light Grey with a Sky fuselage band.

is no real problem to build, and a Mk V can still be built from it as all necessary parts are included.

Angelo Picardo

Apologies to readers misled by the erroneous header featured with Mick Condra's review of the Academy Lightning in the July issue. Mick's review was, of course, of the 1/48 kit, not the 1/72 as stated.

Details of the kit reviewed are as follows:

Technical Data

P-38 Lightning
Kit Number: 2215
Scale: 1/48
Price: £15.99
Type: Injection Moulded Plastic
Manufacturer: Academy
UK Importer: Toyway



Accessories

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Montex Masks

How Montex manage to produce so many sets so quickly is beyond me. Perhaps they don't sleep or have family lives. Not that I am complaining, because this month's batch has some very interesting releases in all major scales. The masks follow Montex's normal format: Maxi Masks supply canopy masks plus selected fuselage codes and national insignia but leave you to research the schemes supplied, while Super Masks give you all the above plus colour instructions similar to those found in a decal sheet.

Super Masks

1/48 Scale

Curtiss P-40N

Product: K 48043 Type: Mask

Designed for: Hasegawa Price: £TBA

1. P-40N, 8th FS, 49th FG, New Guinea, flown by Lt Sammy Pierce.

2. P-40N, 7th FS, 49th FG, Middleburg Islands, New Guinea 1944.

Curtiss P-40N

Product: K 48044 Type: Mask

Designed for: Hasegawa Price: £TBA

1. P-40N, 7th FS, 49th FG, New Guinea 1943. Flown by Captain Nathaniel H Blanton.

2. P-40N, 13th FS, Middleburg Islands, New Guinea 1944. Flown by Major Ben Preston.

Spitfire F Mk XIV

Product: K48046 Type: Mask

Designed for: Academy Price: £TBA

1. Spitfire F Mk XIV, 152 Squadron, RAF, 1945.

2. Spitfire F Mk XIV, 530 Squadron RAF,

Lympne, October 1944.

Spitfire FR Mk XIV

Product: K48047 Type: Mask

Designed for: Academy Price: £TBA

1. Spitfire FR Mk XIV, 28 Squadron, RAF, Kuala Lumpur, Malaya 1946.

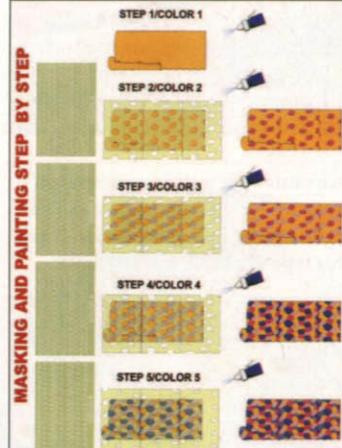
2. Spitfire FR Mk XIV, 273 Squadron, RAF, Saigon, French Indo-China, Autumn 1945.

Douglas SBD-3 Dauntless

Product: K48048 Type: Mask

Designed for: Accurate Miniatures

Price: £TBA



German Lozenge Camouflage

1. SBD-3 Dauntless, VSB-6, USS Enterprise, February 1942.
2. SBD-3 Dauntless, S-21, USS Ranger, Operation Torch, November 1942.

Douglas SBD-4/5 Dauntless

Product: K 48049 Type: Mask

Designed for: Accurate Miniatures

Price: £TBA

1. SBD-4 Dauntless, 25 Squadron, RNZAF, Espiritu Santo Island, Spring 1944.

2. SBD-5 Dauntless, Flotilla 3.F, French Aeronavale.

German Lozenge Camouflage

Product: K 48500 Type: Mask

Price: £TBA

This set uses five different sets of masks that are applied in layers to create the five-colour German lozenge camouflage pattern. I think this set pushes what is realistically achievable by the average modeller and can only recommend it to those with lots of patience.

1/32 Scale

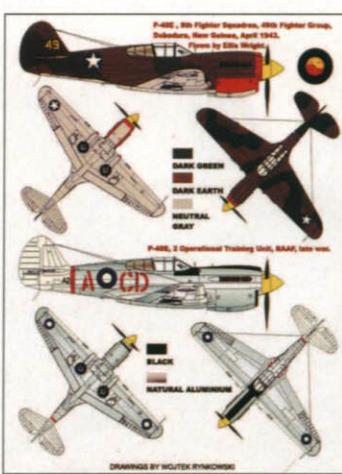
Curtiss P-40E

Product: K32046 Type: Mask

Designed for: Revell Price: £TBA

1. P-40E, 8th FS, 49th FG, Dobodura, New Guinea, April 1943. Flown by Ellis Wright.

2. P-40E, 2 Operational Training Unit, RAAF, late war.



Curtiss P-40E



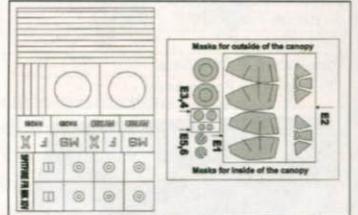
Douglas SBD-3 Dauntless



Spitfire FR Mk XIV



Spitfire FR Mk XIV



Spitfire FR Mk XIV

Douglas TBD-I Devastator

Product: MM 48147 Type: Mask

Designed for: Monogram/Revell

Price: £TBA

Henschel Hs 123

Product: MM 48148 Type: Mask

Designed for: Amtech Price: £TBA

Kawasaki Ki-100 KOH

Product: MM 481049 Type: Mask

Designed for: Hasegawa Price: £TBA

NA B-25B Mitchell

Product: MM 48150 Type: Mask

Designed for: Accurate Miniatures

Price: £TBA

Conclusion

This Polish manufacturer's masks are easy to use. I have achieved great results with them, some of which will be seen in future issues. My main complaint is the lack of importers, but this is slowly changing as there are now suppliers in the Czech Republic, France and the United States, but unfortunately still no-one in the UK. For a lesson in the use of the masks and the latest news on suppliers in English, German or Polish visit www.montex-mask.com.

Once again many thanks to Montex for supplying us with review samples.

Maxi Masks

1/48 Scale

Kawasaki Ki-61 Hei Hien

Product: MM 48113 Type: Mask

Designed for: Hasegawa Price: £TBA

Brewster F2A3 Buffalo

Product: MM 48132 Type: Mask

Designed for: Special Hobby Price: £TBA

Curtiss P-40N

Product: MM 48134 Type: Mask

Designed for: Hasegawa Price: £TBA

Boulton Paul Defiant I/II

Product: MM 48139 Type: Mask

Designed for: Classic Airframes Price: £TBA

Nakajima Ki-44 II Shoki

Product: MM 48144 Type: Mask

Designed for: Hasegawa Price: £TBA

Heinkel He 111H

Product: MM 48146 Type: Mask

Designed for: Monogram Price: £TBA

Obscureco Aircraft

1/72 Scale

F2H-3/4 Banshee Cockpit Detail Set

Product No: OBS72010

Type: Accessory

Parts: 6 Resin

Designed for: Hobbycraft or Academy

Price: £TBA

The beautifully cast parts will enhance the sparse cockpit interior and nosewheel bay of Hobbycraft's Banshee with only relatively straightforward surgery required. Obscureco supply a complete replacement cockpit tub with attached rear decking, instrument panel, very fine ejection seat, forward cockpit coaming with gunsight, and a well detailed nosewheel bay that is much deeper than the shallow shelf provided in the HC kit. A single sheet of A4 gives comprehensive installation and painting instructions. Having a part-completed but presently seatless Banshee to hand I can confirm that seat, forward

coaming and nosewheel bay look as if they will easily drop-in, and on that basis I'd expect no problems with the main tub either, though too late for mine with complete dismantling.



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NEW!



Decals

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Afterburner Decals

1/48 Scale

48-001 OIF Black Widows

Designed for the Hasegawa kit, this set features F-16CGs (Block 40) of the 421st FS on their first and second deployments during *Operation Iraqi Freedom*. Sufficient national insignia, serials, stencilling, 'kill' symbols and in-flight refuelling (IFR) markings are supplied to model any two aircraft and include the 421st's spider's web markings for the aircraft's fins and crew ladder.

- 1. 88-0421, First OIF Deployment, Al Urdid, Qatar, June 2003.
- 2. 88-0512, First OIF Deployment, Al Urdid, Qatar, June 2003.

- 3. 88-0471, Second OIF Deployment, Balad AB, Iraq, October/November 2004.
- 4. 88-00509, Second OIF Deployment, Balad AB, Iraq, October/November 2004.

48-002 Shaw Shooters

Again intended for the Hasegawa kit, featuring F-16CJs (Block 50) of the 55th FS at their home station, Shaw AFB, and during deployment to Turkey for *Operation Northern Watch*.

- 1. 93-0554, Shaw AFB, Summer 2005, with large shadow-shaded 'SW' and '55FS' and new style presentation of serial no on fin.



48-001 OIF Black Widows

IsraDecal

IAF-43 Israeli AF F-16I Sufa

Two options are included for aircraft in the three-tone camouflage scheme which suits this aircraft so well.

- 1. F-16I No. 456, Negev Squadron, 2005.
- 2. F-16I No. 455, Bat Squadron 2005.

Isra point out that in order to model the F-16I you will need IsraCast conversion set #48001 and the

IsraDecal Publications' book on the subject, reviewed elsewhere in this issue.

IAF-44 F-21A Kfir US Marines and Navy

This is an extremely busy sheet which features enough generic numbers and codes to model any one of the aircraft operated by the US Navy and Marines, along with stencilling for two aircraft. Space precludes a complete breakdown of all the colour schemes and options available, but if you are intending to model the Kfir in US service this sheet is absolutely indispensable.

- 1. Kfir F-21As, USMC VMFA 401, 1984. Israeli-style three-tone camouflage.
- 2. Kfir F-21As, US Navy VF-43, 1985. Wraparound scheme of FS 36307/35237/36251.
- 3. Kfir F-21As, USMC VMFT 401, 1987. Paint scheme as VF-43 above.



IAF-43 Israeli AF F-16I Sufa



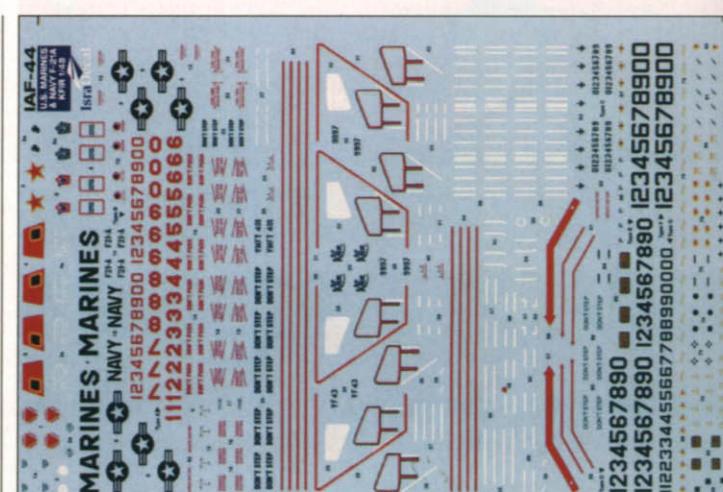
48-002 Shaw Shooters

32-002 Shaw Shooters

This set features options as on 48-002 but with only one set of national insignia, IFR markings and stencilling.

Conclusion

Afterburner are putting out some power with these launch sets, which not only feature superb standards of printing but offer extensively detailed instructions for airframe modifications (including sources of aftermarket parts where required) and charts showing possible weapons/stores fits for the aircraft's operational deployments. US price is \$12 per sheet.



32-002 Shaw Shooters

- 1. 91-382, Incirlik AB, Turkey, Fall 1999. Plain 'SW' and old-style serial presentation, 'kill' markings on nose below cockpit.
- 3. 91-346, Incirlik AB, Turkey, Fall 1999. As above, but with artwork showing a pair of dice, US flag and inscription 'Operation Northern Watch, Incirlik, Turkey' on starboard side aft of cockpit.

Full details of all IsraDecal products

can be found at www.isradecal.com. Hannants import the range to the UK, and both above sheets are available here for £7.50.

Cutting Edge Decals

The latest releases from Cutting Edge are breaking new and interesting ground. Samples received of late have combined an imaginative choice of subject with the kind of quality long associated with this manufacturer.

CEDV1V2

VI/V2/JB-2

This exciting sheet features markings for the infamous German flying bombs rockets in three scales — 1/72, 1/48 and 1/35. One full set of stencilling for a regular V1 is provided in 1/48, while the rest of the sheet consists largely of markings for the US Navy's JB-2 Loon and other developmental variants in both 1/72 and 1/48.

The V2 is catered for in all three scales, and features serials and nose art for machines in three different colour schemes.

I/48 Scale Limited Editions

CED48279 B-17 Flying Fortresses

Part 1

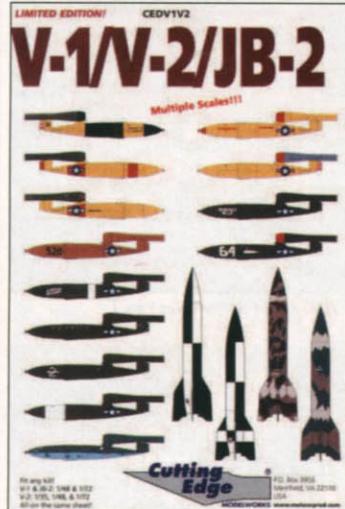
Individual markings are featured for three aircraft, all in Olive Drab over Neutral Gray.

- 1. B-17G 42-231053 *Stingy*, 338th BS/96th BG, Snettisham Heath, 1944.
- 2. B-17F 42-3430 *Carolina Boomerang*, 338th BS/96th BG. This machine was shot down during the Schweinfurt raid on 14 October 1943.
- 3. B-17G 42-31983 *Mary Alice*, unit unspecified.

CED48282 B-17 Flying Fortresses

Part 2

As with the previous sheet all individual markings are included for the aircraft depicted, both of which are in the same



CEDV1V2 — VI/V2/JB-2

Olive Drab over Neutral Gray scheme.

- 1. B-17G 42-37736 *Duke of Paducah*, 401st BS/91st BG.
- 2. B-17F 42-3555 *Tiger Girl*, 560th BS/388th BG, 1943.

I/32 Scale Limited Editions

CED32066 The Baron's Tripes Fokker Dr.I Part 1

Aimed squarely at the Roden kit reviewed in this issue, this set provides a very generous helping comprising two sheets that depict six different aircraft flown by Manfred von Richthofen, in nine schemes.

All the aircraft are Fokker Dr.Is except for the sole F.I, in which the Red Baron he scored his 60th and 61st victories.

- 1. Fokker F.I 102/17. One of two pre-production machines allocated to front line units for combat evaluation.
- 2. Fokker Dr.I 127/17. Early scheme, standard factory green with red cowl.
- 3. Fokker Dr.I 127/17. Later scheme, factory green partially overpainted with red.
- 4. Fokker Dr.I 152/17. Early scheme, factory green with some red overpainting.
- 5. Fokker Dr.I 125/17. Later scheme, overall red.
- 6. Fokker Dr.I 161/17. One of von Richthofen's reserve aircraft, green with some red areas.
- 7. Fokker Dr.I 425/17. Von Richthofen's last mount, and the one in which he was killed. Early scheme, overall red.
- 8. Fokker Dr.I 425/17. Late scheme, overall red with white tail.
- 9. Fokker Dr.I 477/17. Factory green with red cowling. Nine of von Richthofen's victories were scored in this aircraft.

All individual markings and stencilling are included, as well as national markings where these differ from the generic.

CED32067 Fokker Dr.I Part 2

Three more Dr.Is for which all national and individual markings and full stencilling are provided.

- 1. Fokker Dr.I 577/17. Rudolf



CED32066 The Baron's Tripes Fokker Dr.I Part 1

Klimke. Factory green with blue undersurfaces and yellow tail, rear fuselage and cowling with large anchor motif.

- 2. Fokker Dr.I 454/17. Lothar von Richthofen, brother of Manfred. Green with blue undersurfaces and yellow fuselage, tail and upper wing, red cowling and struts.
- 3. Fokker Dr.I 404/17. Hauptmann Adolf Ritter von Tutschek. Green with



CED32067 Fokker Dr.I Part 2

blue undersurfaces, black tail and white cowling.

All of these releases come with full colour instructions and informative text and are limited editions, so grab them while they are still available. UK importer is Hannants, to whom readers should refer for UK prices and availability. Further details can also be obtained from Meteor Productions.

Eagle Strike Decals

48195 RAF Sabres Part 1

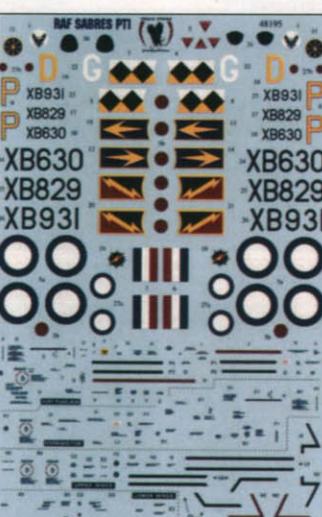
Eagle Strike's two sheets for the RAF Sabre are issued in connection with Model Alliance's On Target Profile 6, which is recommended to modellers choosing to model the aircraft in any guise. All options are in Dark Green/Dark Sea Grey over PRU Blue.

- 1. Canadair Sabre F.4 XB920, 112 Sqn Bruggen, 1955.
- 2. Canadair Sabre F.4 XB872, 234 Sqn, Geilenkirchen, 1955.
- 3. Canadair Sabre F.4 XB664, 67 Sqn, Wildenrath, 1955.

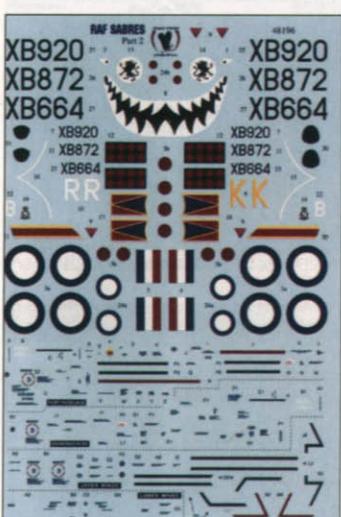
These two sheets are a colourful and attractive portrayal of the Sabre in its important role with RAF Germany at the height of the Cold War. Full colour decal placement and painting diagrams complement the sets, and full stencilling is included for one aircraft. UK Importer is Hannants. Price to be announced.

48196 RAF Sabres Part 2

- 1. Canadair Sabre F.4 XB920, 112 Sqn Bruggen, 1955.
- 2. Canadair Sabre F.4 XB872, 234 Sqn, Geilenkirchen, 1955.
- 3. Canadair Sabre F.4 XB664, 67 Sqn, Wildenrath, 1955.



48195 RAF Sabres Part 1



48196 RAF Sabres Part 2

Pyn Up Decals

This is new range from Meteor productions who also produce Cutting Edge decals. Pyn means Pick Your Nose (art). This range of decals uses a new process to reproduce predominantly female nose art to amazing near-photographic quality — far better than anything printed on a 'normal' decal sheet, with the most subtle gradations in shade and colour. The rest of the aircraft's markings are supplied as a normal decal, and include a white background decal for the nose art. On the fighter sheets you get basic stencil detail for one aircraft, but on the larger bomber sheets you have to source your own stencils.

The nose art decals are very thin and delicate and need to be soaked in room temperature water before application. Two copies of each nose art image are supplied, just in case of accidents. The instructions are in two parts, featuring a colour profile with period photographs and a smaller text sheet which includes detailing notes appropriate to each airframe, and application instructions for both type of decals.

Below we give individual aircraft's names where appropriate, but note that all options, named or not, have nose art.

1/48 Scale

PYND 48001 Fork-Tailed Beauties Part 1

- 1. P-38H-5-LO Lightning *Thoughts of Midnite*, 431st FS/475th FG, Robert L Herman.
- 2. P-38J-5-LO *Lightning Moonlight Cocktail*, 392nd FS/367th FG, Clark R 'Doc' Livingston.

PYBD 48002 Fork-Tailed Beauties Part 2

- 1. P-38H-1-LO Lightning *Hot Box Annie*, 431st FS/475th FG, John A Cohn.
- 2. P-38J-15-LO Lightning *Marge*, 5th Fighter Command, Dick Bong, Medal of Honor.

The artwork for *Marge* is reproduced in both black-and-white and sepia tint.



PYND 48001 Fork-Tailed Beauties Part 1



PYBD 48002 Fork-Tailed Beauties Part 2



PYND 48003 Pretty Fillies Part 1

PYND 48020 For-Tailed Beauties Part 3

- 1. P-38L Lightning *Peggy's Pegasus*, 8th FG/80th FS.
- 2. P-38J Lightning *Lazy Lady*, 8th FG/80th FS.
- 3. P-38J Lightning, 8th FG/35th FS.

PYND 48003 Pretty Fillies Part 1

- 1. P-51D-5-NA Mustang, 55th FS/20th FG, Walter 'Moon' Mullins.
- 2. P-51D-25-NA Mustang, 362nd FS/357th FG, Charles E Weaver.

PYND 48004 Pretty Fillies Part 2

- 1. P-51D-20-NA Mustang *Sweet Arlene*, 334th FS/4th FG, Arthur R Bowers.
- 2. P-51D-5-NA Mustang *Passion Wagon*, 362nd FS/357th FG, Arval Robertson and Charles E Weaver.

PYND 48005 Beautiful Jugs Part 1

- 1. P-47N-1-RE Thunderbolt *2 Big and too heavy/Short Snorter*, 333rd FS/318th FG.
- 2. P-47D-1-R Thunderbolt *In the Mood*, 61st FS/56th FG.

Option one has two sets of female artwork on each side of the fuselage.

PYND 48006 Beautiful Jugs Part 2

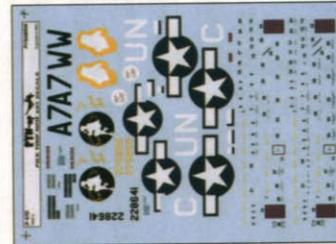
- 1. P-47D-28-RA Thunderbolt *Sleepy Jean the 3rd*, 395th FS/368th FG.
- 2. P-47D-15-RE Thunderbolt, 63rd FS/56th FG, Gerald Johnson.

PYND 48019 Beautiful Jugs Part 3

- 1. P-47C-5-RE Thunderbolt *Sho-Me*, 4th FG/344th FS.
- 2. P-47M Thunderbolt *Lorene*, 56th FG/61st FS.



PYND 48004 Pretty Fillies Part 2



PYND 48006 Beautiful Jugs Part 2

PYND 48021 Beautiful Jugs Part 4

- 1. P-47D-28-RA Thunderbolt *Shack Rat*, 53rd FS/63rd FS.
- 2. P-47D-5-RE Thunderbolt *Missbehave/Lil Lo*, 355th FS/354th FS.

PYNS 48007 Bomber Babes Part 1

- 1. B-29-40-BW Superfortress *Dauntless Dotty*, 869th BS/497th BG, Robert Morgan.
- 2. B-29-50-BW Superfortress *Lucky Lady*, 398th BS/504th BG.

Two versions of the *Lucky Lady's* artwork are supplied with slight variations in the colour of the lady's robe.

PYND 48012 Bomber Babes Part 2

- B-29-25-MO Superfortress *The Outlaw*, 28th BS/19th BG, Don Thompson.

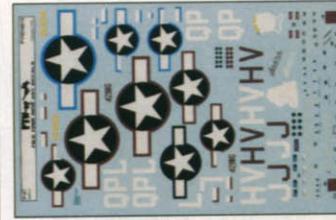
PYND 48008 Girls who Spit(fires)

- 1. Spitfire IXc, Lt Col Gustav Lundquist, Flight Test Section, Wright Field, 1944.
- 2. Spitfire LFVb, 401 Squadron, RCAF.

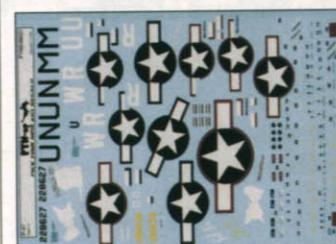
One of my favourites as large female art work on a Spitfire is extremely rare.



PYND 48005 Beautiful Jugs Part 1



PYND 48019 Beautiful Jugs Part 3



PYND 48021 Beautiful Jugs Part 4

PYND 48009 Fortress Chicks Part 1

- 1. B-17G-20-BO *Mount'n'Ride*, 323rd BS/91st BG, Doyle E 'Brad' Bradford.
- 2. B-17F-115-BO *Cincinnati Queen*, 569th BS/390th BG.

PYND 48010 Fortress Chicks Part 2

- B-17G-50-DL *Ruby's Raiders*, 549th BS/385th BG, Frank Blackwell.

Only one option on this sheet due to the large red chequerboard tail markings.

PYND 48011 Fortress Chicks Part 3

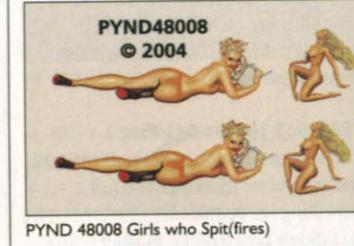
- 1. B-17G-30-BO *Our Gal Sal*, 351st BS/100th BG, Robert J Shoens.
- 2. B-17F-25-DL *Double Trouble*, 333rd BS/94th BG, William Winneshiek.



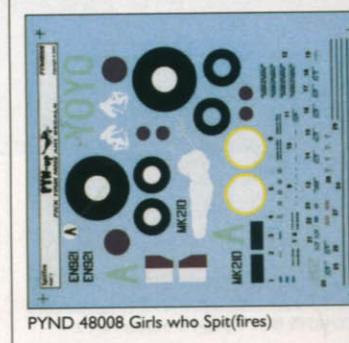
PYND 48012 Bomber Babes Part 2



PYNS 48007 Bomber Babes Part 1



PYND 48008 Girls who Spit(fires)



PYND 48008 Girls who Spit(fires)



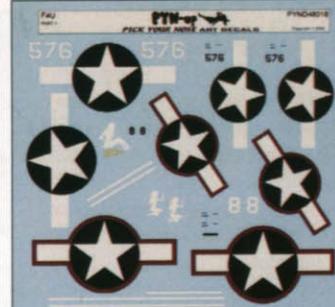
PYND 48009 Fortress Chicks Part 1



PYND 48010 Fortress Chicks Part 2



PYND 48011 Fortress Chicks Part 3



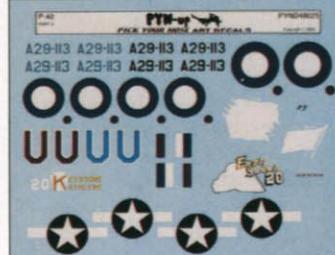
PYND 48018 Babes-4-U Part 1



PYND 48022 PB4Y-2 Part 1



PYND 48023 Curtiss Cuties Part 1



PYND 48025 Curtiss Cuties Part 2



PYND 48025 Curtiss Cuties Part 2



PYND 48026 Airacobra Cuties Part 1



PYND 48029 Mitchell's Honeys Part 1

PYND 48032 Mitchell's Honeys Part 2

- 1. B-25D 42-87293 *Mitch the Witch*, 38th BG/17th RS, Luzon 1945.
- 2. B-25D 41-30592 *Mexican Spitfire*, 345th BG/500th BS.

PYND 48027 Havoc Husses Part 1

- 1. A-20B 41-3127 *Dinah Mite*, 16th Observation Squadron.
- 2. A-20H 44-062 *Miss Behave*, 312th BG/388th BS.

PYND 48030 Havoc Husses Part 2

- 1. A-20J 43-10127 *Mama Lou*, 410th BG/647th BS.
- 2. A-20J 43-22022 *Bill*, 410th BG/644th BS.

PYND 48031 Babe Invaders Part 2

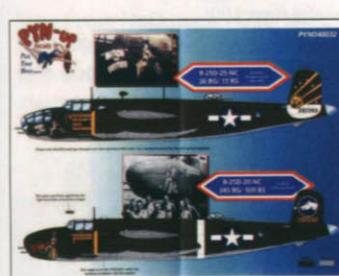
- 1. A-26B *The 6th Chadwick*, 13th BS/CC.
- 2. A-26B *Miss Minooki/Lady Nan*, 17th BW/95th BS, Korea 1953.

1/32 Scale

Both these sheets are enlarged from the smaller scale, but note that the P-38 sheet only has one option.



PYND 48027 Havoc Husses Part 1



PYND 48032 Mitchell's Honeys Part 2



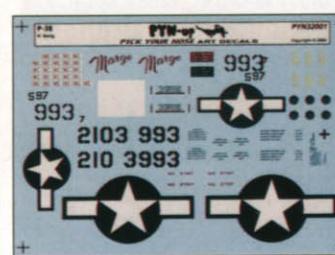
PYND 48027 Havoc Husses Part 1



PYND 48030 Havoc Husses Part 2



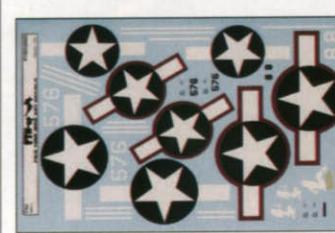
PYND 48031 Babe Invaders Part 2



PYND 32001 Fork-Tailed Beauties Part 1



PYND 48030 Havoc Husses Part 2



PYND 32002 Babes-4-U Part 1

Passed to us for review at the IPMS US National in Atlanta are the latest releases from Twobobs decals. The new sheets follow this company's normal style with full colour instructions that include colour reference photographs. Most sheets also have a small section with a squadron or operational history; the decals are printed by Microscale so their quality is assured.

1/72 Scale

72-039 F-15E 'Throwback Nose Art' Part II

Six Seymour Johnson AFB, North Carolina-based Strike Eagles from the 4th Fighter Wing, each with distinctive pieces of nose art which are supplied as multi-part decals. All aircraft feature an image of the Wright Flyer on the inside faces of their fins. Sufficient national markings and stencilling is provided to model two aircraft.

- 1. F-15E 88-1703 with Ronald Reagan nose art.
- 2. F-15E 87-0195 4 Warned.
- 3. F-15E 89-0490 Southern Outlaw.
- 4. F-15E 88-1706 The Saddam Hunter.
- 5. F-15E 89-0494 Dirty Bird.
- 6. F-15E 89-0495 Bombay Sapphire/Shaken Not Stirred.

72-040 F-14B 'Jolly Rogers Final Tomcat Cruise'

Features F-14B BuNo 163217 in two variations of NAS Oceana-based VFA-103 Jolly Rogers' commemorative scheme for its final Tomcat cruise aboard the USS *John F Kennedy* prior to re-equipping with F/A-18F Super Hornets. Scheme 1, from June 2004, features the *Jolly Rogers*' famous skull and crossbones emblem on black and yellow fins with the legend *Jolly Rogers 60 Years 1943-2003*, while Scheme 2 dates from June 2005 and reads *Jolly Rogers Final Tomcat Cruise*.



72-039 F-15E 'Throwback Nose Art' Part II



72-040 F-14B 'Jolly Rogers Final Tomcat Cruise'

72-041 F/A-18F 'VFA-102 Diamondbacks 50th Anniversary'

Devoted to a single F/A-18F Super Hornet BuNo 165882/NF-102 of VFA-102 Diamondbacks at NAS Atsugi, Japan in June 2005 finished in a special scheme to commemorate the squadron's 50th Anniversary. The aircraft features a diamond-speckled red spine, red fins with large fanged diamondback snake artwork, red/white diamond-banded tailplane tips, red/white wingtips and '50' superimposed on a diamondback snake logo on its nose. A Super Hornet model should look spectacular in this scheme, so much so that the Managing Editor, not normally a modern jets man, grabbed the sheet and has ordered an F/A-18F kit. Given his build rate, the *Diamondbacks* will probably be celebrating their 75th Anniversary before he completes it.

72-042 F-117A 'Kosovo Bandits'

A reissue of an earlier Twobobs sheet for F-117As used over Kosovo. Four aircraft are specifically featured, as below, but serial numbers are included to enable almost any Holloman AFB-based F-117A to be reproduced, with serial number/unit assignment tie-ups given on the instructions.

- 1. F-117A 49th FW Commander's aircraft.
- 2. F-117A 7th Fighter Squadron *Screamin Demons Vega 31*.
- 3. F-117A 8th Fighter Squadron *Black Sheep*.
- 4. F-117A 9th Fighter Squadron *Flying Knights*.

1/48 Scale

48-096 F-14B 'Jolly Rogers Final Tomcat Cruise'

Features BuNo 163217 as on TB72-040 above.

48-097 F-14B 'Last of the Tomcats 2'

Two options, one in overall grey and the other in a retro scheme of Light Gull Gray over Insignia White. Both



72-040 F-14B 'Jolly Rogers Final Tomcat Cruise'



72-042 F-117A 'Kosovo Bandits'



48-097 F-14B 'Last of the Tomcats 2'



48-098 F-16C 'Golden State'



48-100 F-14A/B 'Colorful Cats'

feature dark blue fins and canopies.

- 1. F-14B BuNo 162912, May 2005.
- 2. F-14B BuNo 163227, May 2005.

48-098 F-16C 'Golden State'

Two grey F-16Cs both featuring a diving eagle on their fins.

- 1. F-16C Block 25 84-1318, 194th FS Griffins, early 2005.
- 2. F-16C Block 25 85-1404, 194th FS Griffins, early 2005.

48-099 F-117A 'Kosovo Bandits'

As 72-042 but also including a special bonus F-117A with a large Lockheed Martin 'Skunk Works' badge under the fuselage. Separate decals are supplied for the undercarriage doors and bomb bay doors saving a tricky cutting operation.

48-100 F-14A/B 'Colorful Cats'

Another reissue, of which the first two options were released as part of a limited-run sheet to sponsor the Aircraft Resources Center website and was never widely available, while the third is from one of Twobobs' first sheets which is long out of print.

- 1. F-14B VF-24 Renegades 'Thief of Bagdad'. October 1990. Sand and brown splinter over grey.
- 2. F-14B VF-24 Renegades 'Camel Smoker'. October 1990. Sand, brown and green camouflage over grey.
- 3. F-14A NSAWC, NAS Fallon, May 1999. Splinter scheme of blues and greys to mimic an Su-27 Flanker.

48-101 F-14B/D 'Last of the Tomcats 3'

Two F-14s in overall grey schemes with 'Retirement Scheme' markings



32-001 F-16C 'Fighting Fulcrums'



48-099 F-16C 'Golden State'



48-101 F-14B/D 'Last of the Tomcats 3'

similar to those carried by Tomcats in the late 1970s and '80s.

- 1. F-14B BuNo 162926, May 2005.
- 2. F-14D BuNo 164602, May 2005.

1/32 Scale

32-001 F-16C 'Fighting Fulcrums'

A reissue of Twobobs' first 1/32 scale sheet that features two Aggressor-camouflaged Vipers.

- 1. F-16C 86-0321 'Flogger'. Blue and greys scheme
- 2. F-16C 86-0267 'Flanker'. Sand, brown and green scheme.

32-033 F-16C 'Golden State'

This is a larger scale version of the 1/48 sheet described above.

Conclusion

These sheets are doubly significant: three of them cover the retirement of the Tomcat, a type that has proved such a rich source of material for Twobobs over the years; and included among them is Twobobs' 100th 1/48 scale sheet. This is a remarkable milestone in just a few years. We congratulate them and look forward to the next 100!

Many thanks to Twobobs for the review samples.



32-033 F-16C 'Golden State'



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ESP 48171 Early Slybirds, P-47s of the 353 FG.

The above two Diamond cowl Thunderbolt sheets include our Airbrushed nose art.

ESP 48195 RAF Sabres F-86, pt I. Yes, the british flew them too.

ESP 48196 RAF Sabres F-86, pt II. Both sheets include complete stencil set.

ESP 48202 Havocs A-20s, pt I.

ESP 48204 Havocs A-20s pt II.

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AMD 48-740 Valiant Vigis, RA-5C a/c, pt III.

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These are some of our future releases to be available in the next few months.

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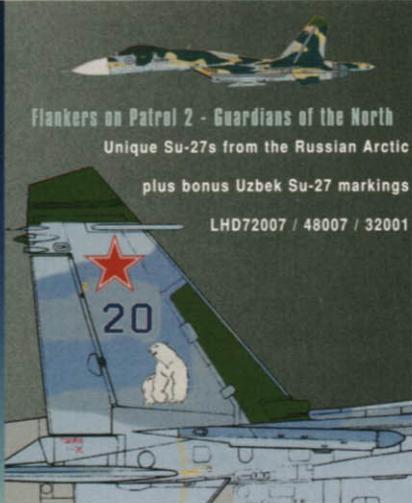
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Since we reviewed S&M Dec's first releases in the June issue Mel Bromley and his team — for whom this is a part-time venture — must have gone without sleep to have produced a further batch of no fewer than 35 sets of their laser-printed decals for airliners, mostly British and from a bygone era, but now including some current aircraft and civilian types in military markings. Unless otherwise noted the sheets include all necessary cheatlines, titling, logos, registration letters/serial numbers, cockpit/cabin windows, cabin/baggage doors, emergency exits and in some cases even windscreen wipers! All have overall carrier film and will need careful trimming. Painting details and where necessary airframe modifications are given on the coloured instruction slip.

The sheets are all priced at £8.99 each and are available from that mecca for civil airliner fans The Aviation Hobby Shop in West Drayton or direct from S&M Dec, Breck Lodge, Roudham Road, Harling Road, East Harling, Norfolk NR16 2QN.

1/144 Scale

SM44-15 BAC 1-11

Defence Research Agency (DRA) XX105. Designed for the Airfix kit.

SM-44-16 BAC 1-11

Autair International G-AWBL in two-tone blue scheme. Designed for the Airfix kit.

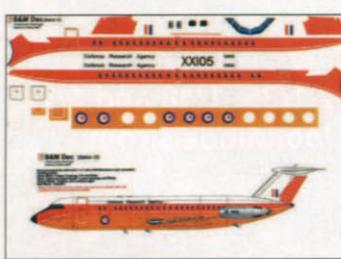
SM44-22 BAe 146-100

RAF 32 Sqn/The Queens Flight. Choice of two: ZE700 and ZE701.

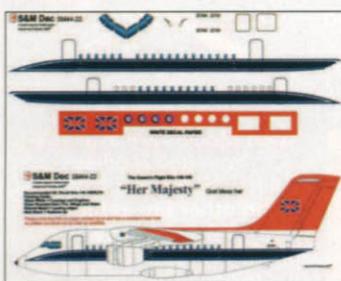
Designed for the Revell BAe146-100/RJ70 kit.

SM44-24 Airbus A319CJ

Italian Air Force VIP/Ministerial transport MM62174. Designed for the Revell kit A319 kit.



SM44-15 BAC 1-11



SM44-22 BAe 146-100

SM44-26 Vickers/BAC VC10

Air Malawi 7Q-YKH. Includes thrust reverser panels. Designed for the Airfix kit.

SM44-35 Douglas DC-4

Dan-Air London G-ARXJ. Designed for the Minicraft DC-4/C-54 kit.

SM44-43 HS Trident 2E

British Airways G-AVFG. Includes thrust reverser panels. Designed for the Airfix kit.

SM44-44 Fokker F100

British Airways. Choice of F-GIOA/D/H/J/K. Designed for the Revell kit.

Price: £8.99.

SM44-47 Vickers/BAC VC10

Royal Aircraft Establishment (RAE) XX914. Includes thrust reverser panels. Designed for the Airfix kit.

Price: £8.99.

SM44-50 DH Comet 4C

A&AEE Boscombe Down XS235. Requires LGW Miniatures LGW14407 Comet 4C wingtip conversion set available August 2005. Designed for the Airfix kit.

SM44-52 Lockheed Super Constellation

BOAC Cargo. Choice of two: N6503C or N6504C. Designed for the Minicraft kit.

Price: £8.99.

SM44-55 Boeing 727-200

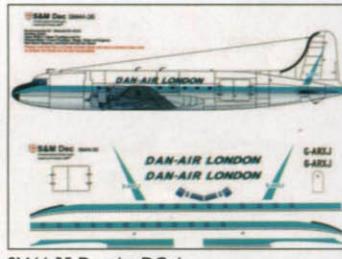
British Airways (no we didn't know BA ever operated 727s, either). Choice of two: ZS-NVR or ZS-OBM. Includes thrust reverser panels. Designed for the Airfix or Minicraft kits.

SM44-61 Vickers/BAC VC10

British airways G-ARVF. Includes thrust reverser panels. Designed for the Airfix kit.



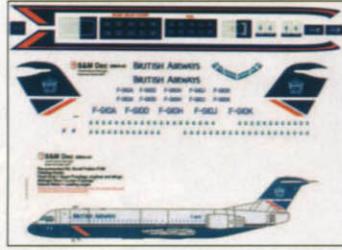
SM44-26 Vickers/BAC VC10



SM44-35 Douglas DC-4



SM44-43 HS Trident 2E



SM44-44 Fokker F100

1/96 Scale

SM96-09 Vickers Viscount 700

BOAC/British Airways 'Blue Tail' scheme with gold 'Speedbird'. Choice of two: G-AMOG Scottish Prince and G-AMON Scottish Princess. Designed for the Glencoe kit, and uses kit windows.

SM96-10 Vickers Viscount 700

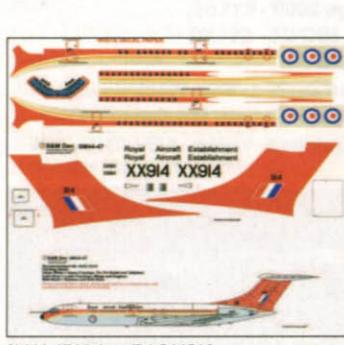
British European Airways 'Red Square' scheme. Choice of two: G-AMOB and G-AMON. Designed for the Glencoe kit, and uses kit windows.

SM96-11 Vickers Viscount 700

Empire Test Pilots School XR802 in two schemes with either white or red fin/rudder and different position of blue pinstripe. Designed for the Glencoe kit, and uses kit windows.

SM96-12 Vickers Viscount 700

Dan-Air London G-ARIR. Designed for the Glencoe kit, and uses kit windows.



SM44-47 Vickers/BAC VC10

SM96-13 Vickers Viscount 700

British Midland Airways G-AWCV in two-blues scheme. Designed for the Glencoe kit, and uses kit windows.

SM96-14 Vickers Viscount 700

Cambrian/British Air Services G-ALWF in red/white/blue scheme.

Designed for the Glencoe kit, and uses kit windows.

SM96-23 Bristol Britannia

BOAC 'Blue Tail' scheme G-ANBA.

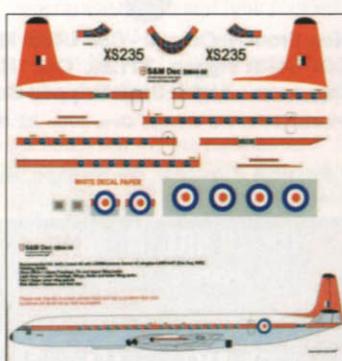
Designed for the FROG/Novo/Eastern Express kit.

SM96-27 Bristol Britannia

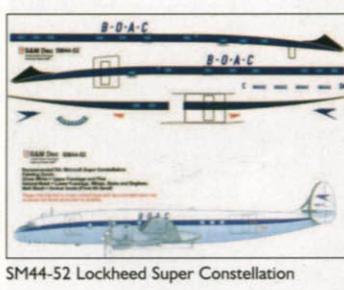
Britannia Airways. Choice of two, G-ANBA or G-ANBJ, in differing schemes. Designed for the FROG/Novo/Eastern Express kit.

SM96-28 Vickers Viscount 700

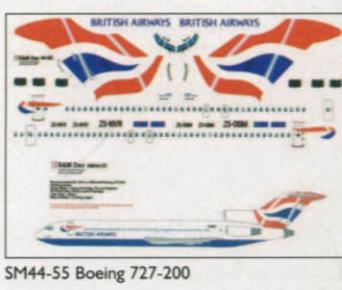
Starways G-ARIR. Designed for the Glencoe kit, and uses kit windows.



SM44-50 DH Comet 4C



SM44-52 Lockheed Super Constellation



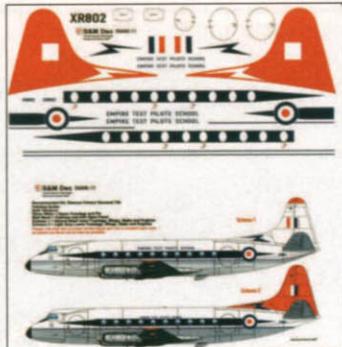
SM44-55 Boeing 727-200



SM96-09 Vickers Viscount 700



SM96-10 Vickers Viscount 700



SM96-11 Vickers Viscount 700



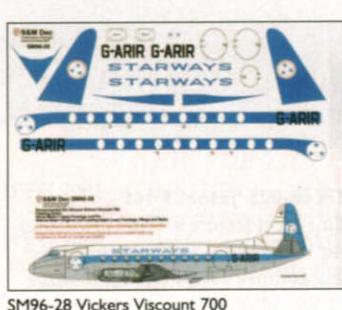
SM96-13 Vickers Viscount 700



SM96-14 Vickers Viscount 700



SM96-23 Bristol Britannia



SM96-28 Vickers Viscount 700



SM96-32 Vickers Viscount 700

SM96-32 Vickers Viscount 700

Cambrian G-AMOL in red/white scheme. Designed for the Glencoe kit, and uses kit windows.

SM96-33 DH Comet 4

BOAC 'Blue tail' scheme with choice of five registrations: G-APDA/B/C/D/E. Designed for the FROG/Novo kit.

SM96-40 Bristol Britannia

Laker Airways G-ANBM. Designed for the FROG/Novo/Eastern Express kit.

I/72 Scale

72-08 Boeing Chinook

British airways. Choice of three: G-BISP, 'BISR or 'BJAC.

Designed for the Italeri/Revell MH-47 Chinook kit.



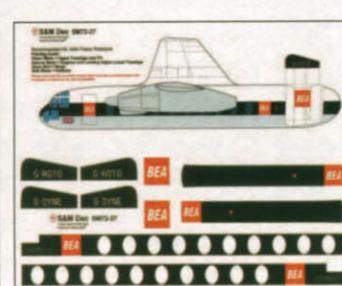
SM96-33 DH Comet 4



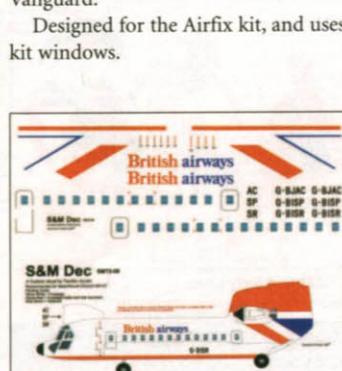
SM96-40 Bristol Britannia



72-31 Douglas DC-3



72-37 Fairey Rotodyne



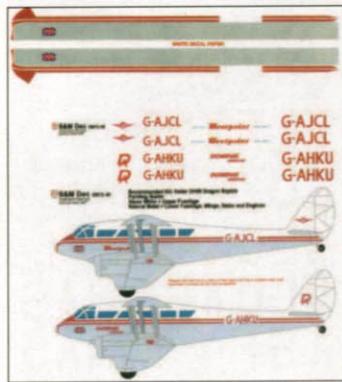
72-08 Boeing Chinook



72-41 Bristol Superfreighter



72-20 Douglas DC-3



72-46 D.H.89A Dragon Rapide

72-19 Douglas DC-3

BIA Air Cargo. Choice of two: G-AMHJ or G-AMSV.

Designed for the Italeri kit, and uses kit windows.

72-20 Douglas DC-3

Dan-Air London. Choice of two: G-AMPP or G-AMSS.

Designed for the Italeri kit, and uses kit windows.

72-21 Douglas DC-3

Skyways. Choice of two: G-AGJV or G-AMSM.

Designed for the Italeri kit, and uses kit windows.

72-25 Douglas DC-3

Air Anglia G-AOBN.

Designed for the Italeri kit, and uses kit windows.

72-31 Douglas DC-3

British Westpoint Airlines G-AMDB — a most attractive scheme.

Designed for the Italeri kit, and uses kit windows.

72-37 Fairey Rotodyne

British European Airways 'Red Square' scheme. Choice of two spurious registrations, G-DYNE or G-ROTO, both of which were subsequently allocated to other aircraft.

Designed for the Airfix kit, and uses kit windows.

72-41 Bristol Superfreighter

British United Airways/Channel Air Bridge G-AMSA Voyager.

Designed for the Airfix kit, and uses kit windows.

72-42 Bristol Superfreighter

Midland Air Charter (MAC) G-AMLP Vanguard.

Designed for the Airfix kit, and uses kit windows.

Conclusion

S&M's move into current subjects such as the Italian AF Airbus Corporate Jet will be welcomed by many, but for those like this writer who have fond memories of the British independent airlines of the 1950s-70s period the Rapide, DC-3s, Viscounts and Britannias are a irresistible treat. Now how about a Channel Airways DC-3 or Heron, S&M? MJ

ZOTZ Decals

Another selection of sheets passed to us at the IPMS-USA Nationals, ZOTZ decals are printed in Mexico and are of very high quality. Many feature a small sheet for the artwork using a technique that produces decals to photographic quality. All sheets have full colour instructions and those for the modern jets also include a selection of small reference photographs.

1/72 Scale

ZTZ72-015 Sexy Lancs

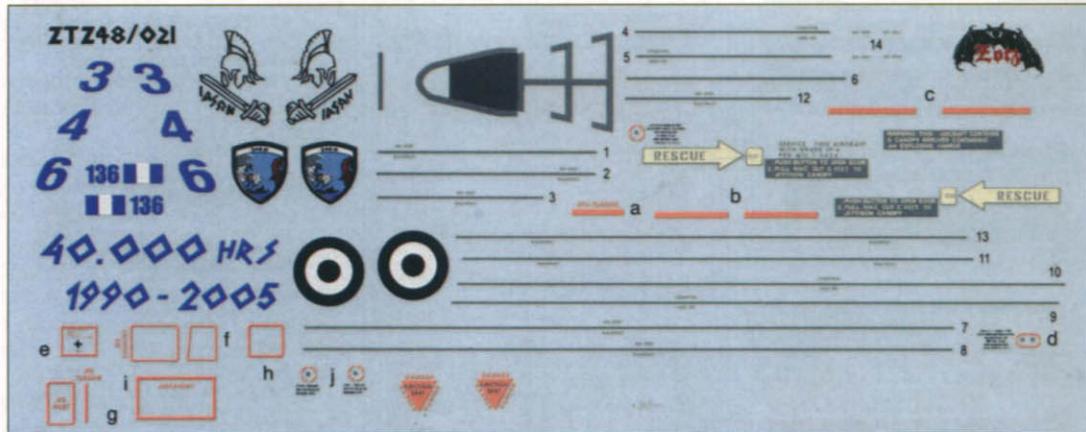
Just in time for Hasegawa's new Lancaster kit and the resurrection of Paragon's Lancaster parts and conversions, this sheet provides markings for six Lancs in the standard RAF bomber scheme. All aircraft have colourful nose art. Enough stencilling and national markings are provided for one aircraft.

- 1. Lancaster B.X KB864 NA-S *Sugar's Blues*, 428 'Ghost' Sqn, May 1945.
- 2. Lancaster B.1 NG347 QB-P *Piccadilly Princess*, 424 Sqn, 1945. Retired 1947.
- 3. Lancaster B.1 ZL-F NX554 *Fannin' Fanny*, 427 Sqn. Scrapped October 1946.
- 4. Lancaster B.III ME812 AS-F *Fair Fighter's Revenge*, 166 Sqn, June 1944. Survived WW2, retired October 1946.
- 5. Lancaster B.X WL-O KB895 *Lady Orchid*, 434 Sqn, May 1945.
- 6. Lancaster B.II LL725, EQ-Z *Zombie*, 408 Sqn, March 1944. This is a Hercules radial-engined aircraft that will require the Paragon conversion.

1/48 Scale

ZTZ48-020 Mirage F.ICT

This sheet provides markings for the 10 Armée de l'Air Mirage F.ICTs deployed as part of Operation Trident, the UN peacekeeping operation in Kosovo, during 1999. All aircraft are in grey and green camouflage and each of the options has a small female pin-up on the port air intake and mission markings for numbers of GBU-12 LGBs dropped. Complete stencilling and national markings are supplied for one aircraft.



ZTZ48-021 'Jason' F-16C

ZTZ48-021 'Jason' F-16C

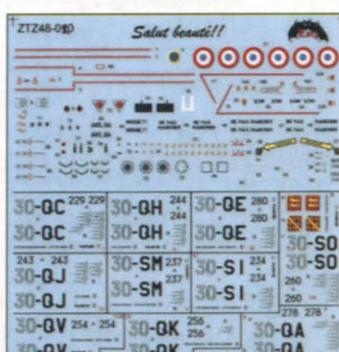
This sheet features a Greek (Hellenic) Air Force F-16C Block 30 Viper in that country's attractive camouflage of light blue and two shades of grey. The tail features some attractive 40,000 hours Anniversary artwork of the Argonaut and a screeching eagle reproduced using ZOTZ's photographic techniques. Some conversion will be required to the tail area to reproduce an Hellenic AF aircraft, but both Cutting Edge and PWMP produce the parts in resin. This sheet is also available in 1/32 scale and the new Academy kit in that scale has the required conversion parts.

ZTZ48-022 RAAF 312 Sqn 50th Anniversary F-16A

This sheet provides markings for one of the colourful F-16As (J-366s) for which the Royal Netherlands Air Force is renowned at European airshows. This example has a large tiger's eye on the tail, combined with a tiger-striped ventral fin. Once again these markings are created using



ZTZ72-015 Sexy Lancs



ZTZ48-020 Mirage F.ICT

photographic techniques, and as a result the tones and shades achieved on the tiger stripes are very attractive.

Miscellaneous Scales

ZTZSP1 Roundels of the World

Part I North Africa

This sheet supplies roundels and national markings for 30 countries in North Africa. Many of these markings are obscure and some research is going to be required to find appropriate aircraft on which to use them. The following countries' insignia are represented: Morocco, Algeria, Tunisia, Libya, Egypt, Mauritania, Mali, Niger, Chad, Sudan, Eritrea, Senegal, Burkina Faso, Nigeria, Central African Republic, Ethiopia, Djibouti, Somalia, Gambia, Guinea, Guinea Bissau, Sierra Leone,



ZTZ48-021 'Jason' F-16C

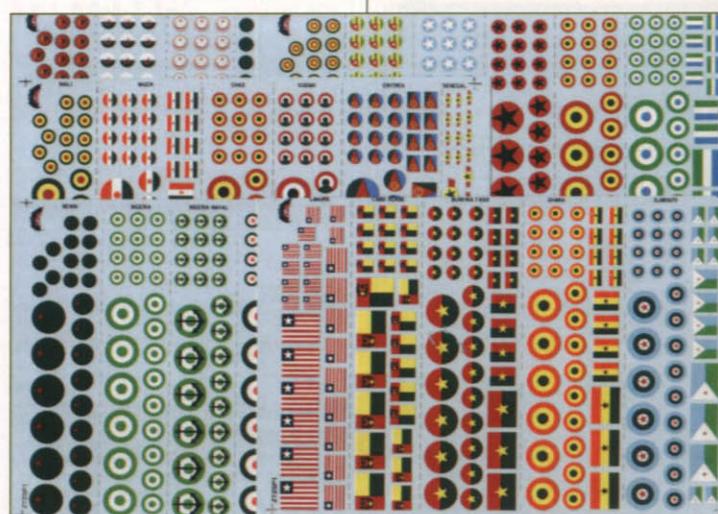
Liberia, Ivory Coast, Ghana, Togo, Benin, Cameroon and Cape Verde Islands.

Conclusion

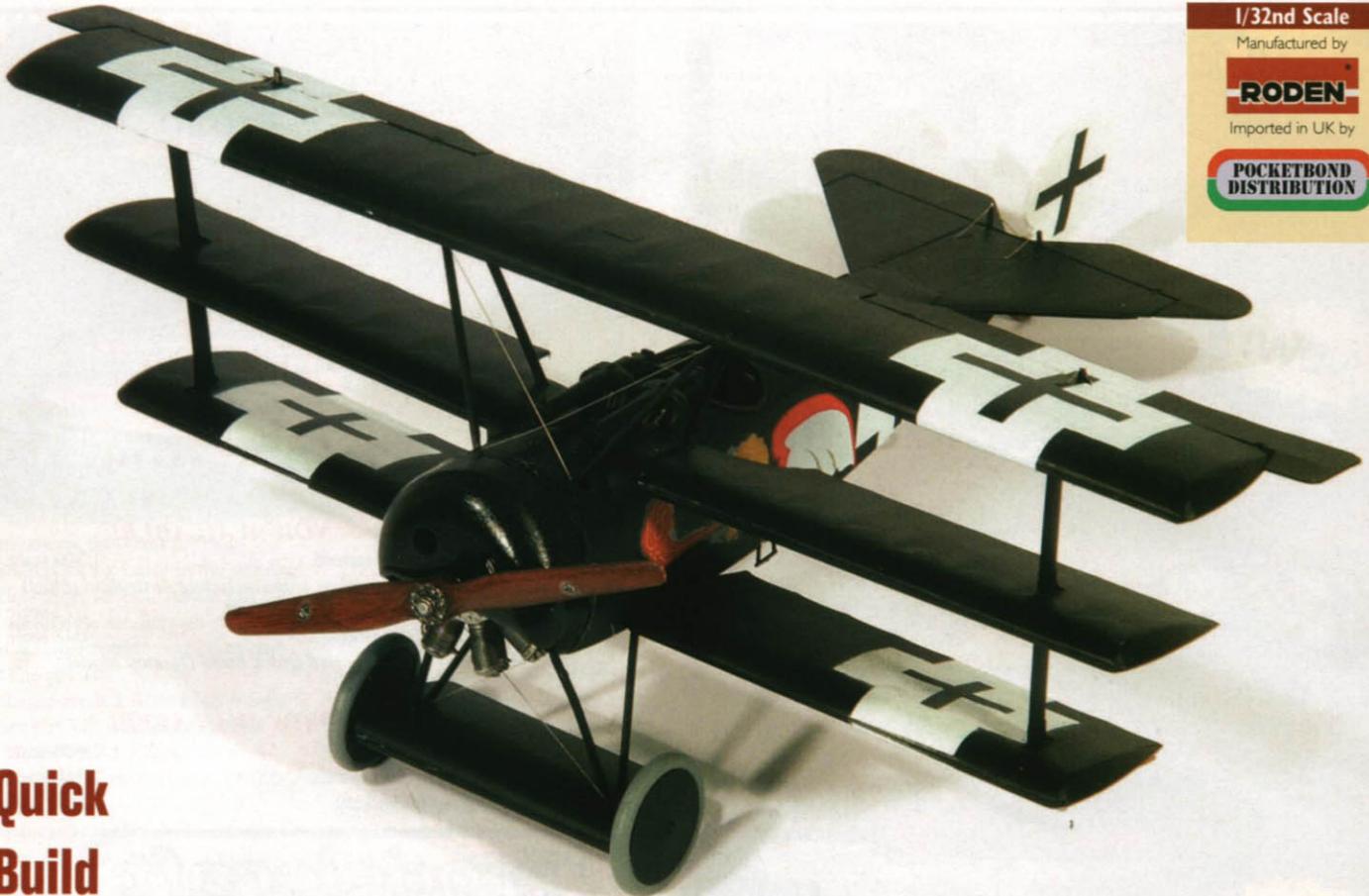
An interesting and varied selection. I particularly liked the Lancaster sheet as this type is rarely featured, and I look forward to the release of the 1/48 scale sheet so I can finally start building the Paragon radial-engined Mk II that has been on my pending shelf for a number of years. The Roundels of the World series is an eye-opener. I'd never seen many of the featured insignia before and will guarantee some head-scratching at model shows. Many of these sheets are available in other scales. UK source Hannants.



ZTZ48-022 RAAF 312 Sqn 50th Anniversary F-16A



ZTZSP1 Roundels of the World Part I North Africa



1/32nd Scale

Manufactured by

RODEN

Imported in UK by

**POCKETBOND
DISTRIBUTION**

Quick Build

Der Gross Dreidecker!

David Francis builds Roden's new 1/32 scale Fokker Dr.I

The pre-1939 period of aviation has rarely been the subject of 1/32 scale models, which is a shame as the small size of single-seaters of this period makes them perfect for the scale.

The first 1/32 scale release from Roden is this Fokker Dr.I, arguably, through its inseparable association with Baron Manfred von Richthofen, the most famous 'scout' of WWI.

The model is moulded in tan plastic and features nicely restrained surface detail, notably the distinctive saw-toothed plywood skinning on the upper wing's leading-edges and simulated fabric covering. Areas such as the engine and guns are well reproduced, but there are small areas of flash around some parts that need cleaning up before assembly. There are a number of unused parts on the sprues, including both Axial and Garuda propellers and the early-type tailplane with curved leading-edges, which suggest that Roden are planning further variants. The cowling also has flashed-over recesses on the inside for the larger oval-shaped cooling slots of some early models.

The decal sheet is large, well printed and comprehensive, as are the instructions, which take the form of an eight-page booklet.

I was really looking forward to building this kit but I would have to learn two new modelling skills not required on my usual subjects — painting simulated wood and rigging — so I was also a little bit nervous.

Construction

Construction started with the engine. This is a well-detailed moulding made up of 12 parts, most of which had small amounts of flash but it took minutes with a new scalpel blade to remove it. A nice touch is that the cylinder heads are separate, avoiding some tricky cleaning up on an area that is readily visible on the finished model.

The completed engine assembly was airbrushed with Alclad dark aluminium and then washed with Citadel Miniatures' black inks diluted 50/50 with water and a drop of washing up liquid. This wash settled down into the cooling gills and tappets giving a very pleasing oily effect.

My attention now turned to the cockpit. Again it is very well detailed, comprising a tubular framework with moulded-on details to which you add the seat, fuel tank, ammunition boxes and controls. When cleaning up the framework you must be careful not to remove the small moulding pips, which aid positioning of the detail parts. I did, and it made correct positioning a lot harder. The only improvements I made in the cockpit were some of Eduard's pre-painted WWI instruments to add detail to the plain instrument faces and an etched brass seatbelt from the Eduard WWI German Seatbelts set.

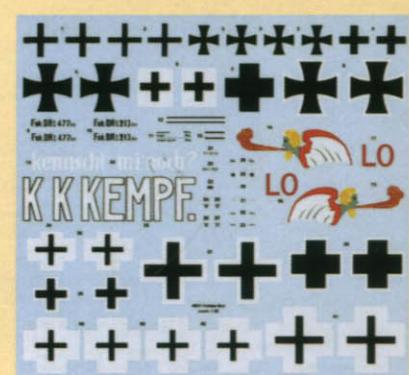
Most of the cockpit framework and detail were painted in Humbrol and Tamiya aluminium, but I deviated from the instructions on the cockpit sidewalls, as I believed natural linen was more likely than the recommended olive green. Research later showed there should also have been a representation of plywood

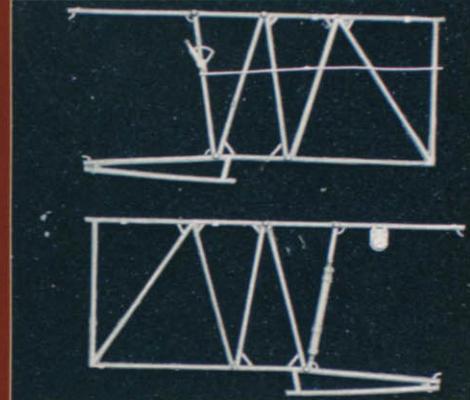


Fokker Dr.I

Scale: 1/32
Kit No: 601
Price: £37.95
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded

Plastic
Parts: Plastic 74, Clear 9
Decal Options: 4
Manufacturer: Roden
UK Importer: Pocketbond Ltd





The interior framework complete with throttle and tachometer



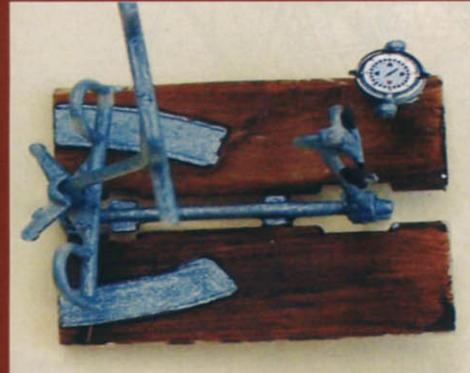
The engine painted with Alclad and treated with a black wash to lift out the details



Two types of airscrew are provided, but all the options in this kit appear to use the Axial type



The detail on the plastic guns needs careful painting to do it justice



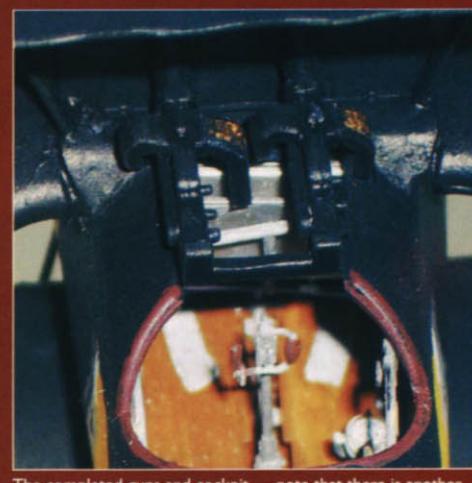
Completed cockpit floor. The pre-painted Eduard compass stands out; this was my trial for the wood finish on the propeller



Typewriter correction fluid was used to tidy up the joins on the wingtips



Wood effect on the prop and the light colour used on the tyres



The completed guns and cockpit — note that there is another pre-painted instrument face just out of shot between the guns

panelling on both cockpit walls, but by the time I realised this it was too late.

Before joining the fuselage halves a little careful test-fitting was required because of the large number of internal parts to be accommodated.

I now turned to the wings, which are made up from multiple parts with separate tips. The wings are commendably thin, but a small error has crept into the instructions: the numbering of the tip parts is incorrect, but it is obvious from their shape which tip fits which wing. Only a small amount of typewriter correction fluid was needed to tidy up the joins, and at this point I also filled two small sink marks on the lower fuselage and also the joint between fuselage and tail surfaces.

A test-fitting of the one-piece interplane struts revealed that their location points were slightly longer and wider than the moulded slots in to which they were supposed to fit. A little work with a sanding stick and scalpel blade improved the fit considerably. The middle wing and top fuselage panel were now attached, and here the fit was very good, needing only a minimal amount of sanding to tidy up the joint. Following advice from modellers at my club I now started painting, which felt very weird with so much construction still left to do.

Colour Options

Four are offered.

- 1. No. 213/17, Jasta 2, Ltn Friedrich Kempf, March 1918. A famous Dr.I, this, because of large legend written on the upper and middle wings **KEMPF**

kennscht mi noch? (Remember me?). This aircraft was painted in the typical Dr.I factory finish of streaky, hand-painted olive green over clear-doped natural linen topsides, with pale blue undersides. The tailplane was painted black on one side, white on the other.

- 2. No. 477/17, JG1, Rittm Manfred von Richthofen, March 1918. A Triplane without a Red Baron option? Unthinkable! Fortunately a much more interesting scheme than the well-known (and often misrepresented) red machine, this Richthofen Dreidecker had the standard streaky scheme with overpainted red tailplane, cowling, upper wing and interplane struts. The white wing bands beneath the black cross insignia were overpainted with red, leaving them a pinkish colour.

- 3. No. 450/17, Jasta 7, Ltn Josef Carl Jacobs, summer 1918. The easy one, and my choice — black overall with a large demon on the side.
- 4. No. 586/17, Jasta 4, Ltn Ernst Udet, June 1918. My personal favourite but way beyond my painting skills, this Dr.I featured a streaky front fuselage and lower wings with a white-and-black diagonally-striped fuselage, upper wing, interplane struts and wheel covers. A challenge, but it will look quite spectacular.

Painting

It was now time to do the part I most feared — painting the wood effect on the propeller, tail and wingtip skids, which I felt would be the making or breaking of my model.

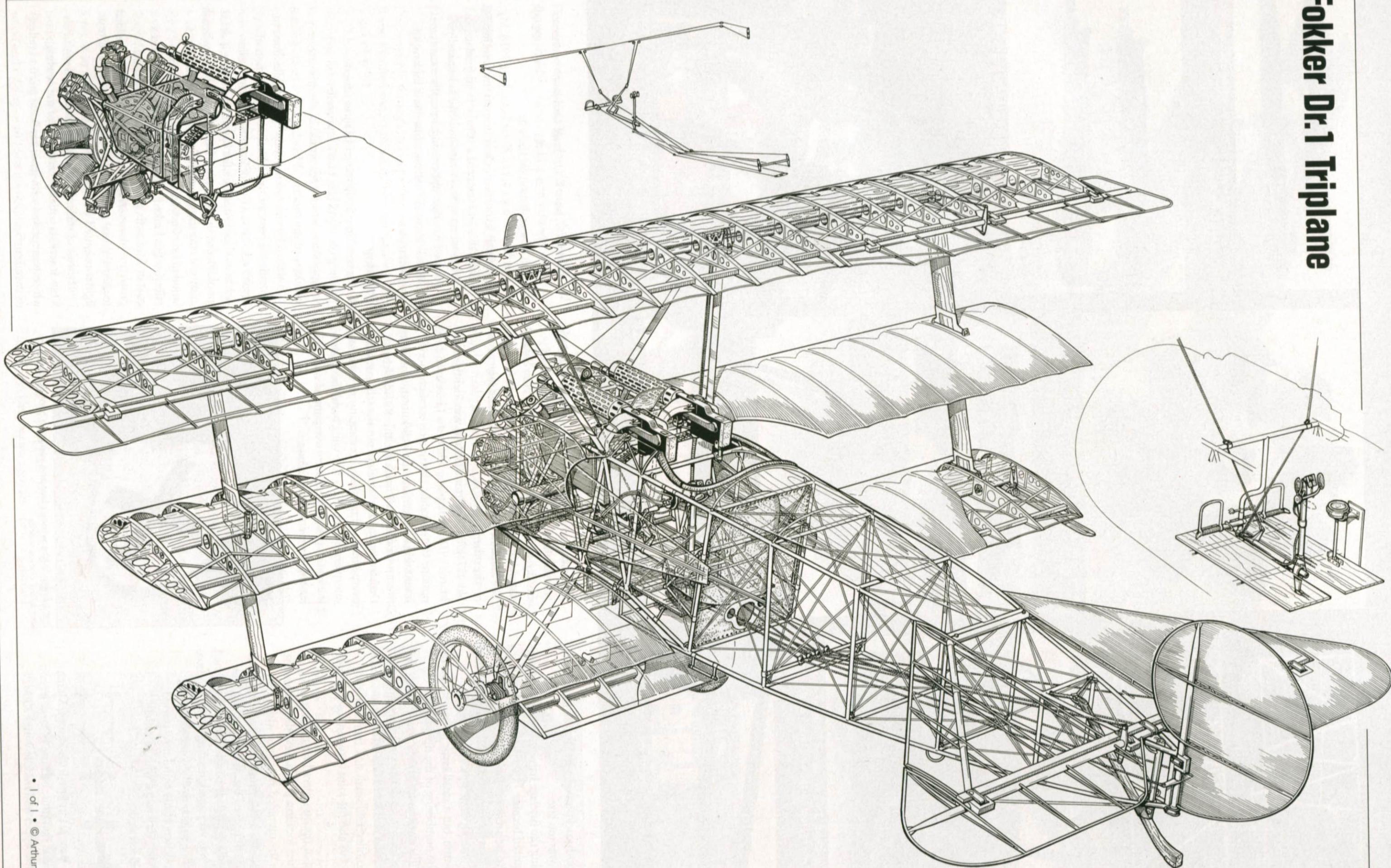
I started by airbrushing Xtracrylic Middle Stone to provide the base for the subsequent application of artist's oils. Now a mix of burnt umber and yellow ochre was applied with a flat brush, and before it dried an old brush that had gone hard was used to dry-brush away the oil paint to reveal the undercoat and give a wood grain effect. I was surprised how easy and effective this looked. Once the oil paints had dried a coat of Xtracrylic gloss varnish was applied as a protective barrier. A little more yellow ochre was added to the mix used on the tail and wingtip skids to give a lighter coloured wood effect.

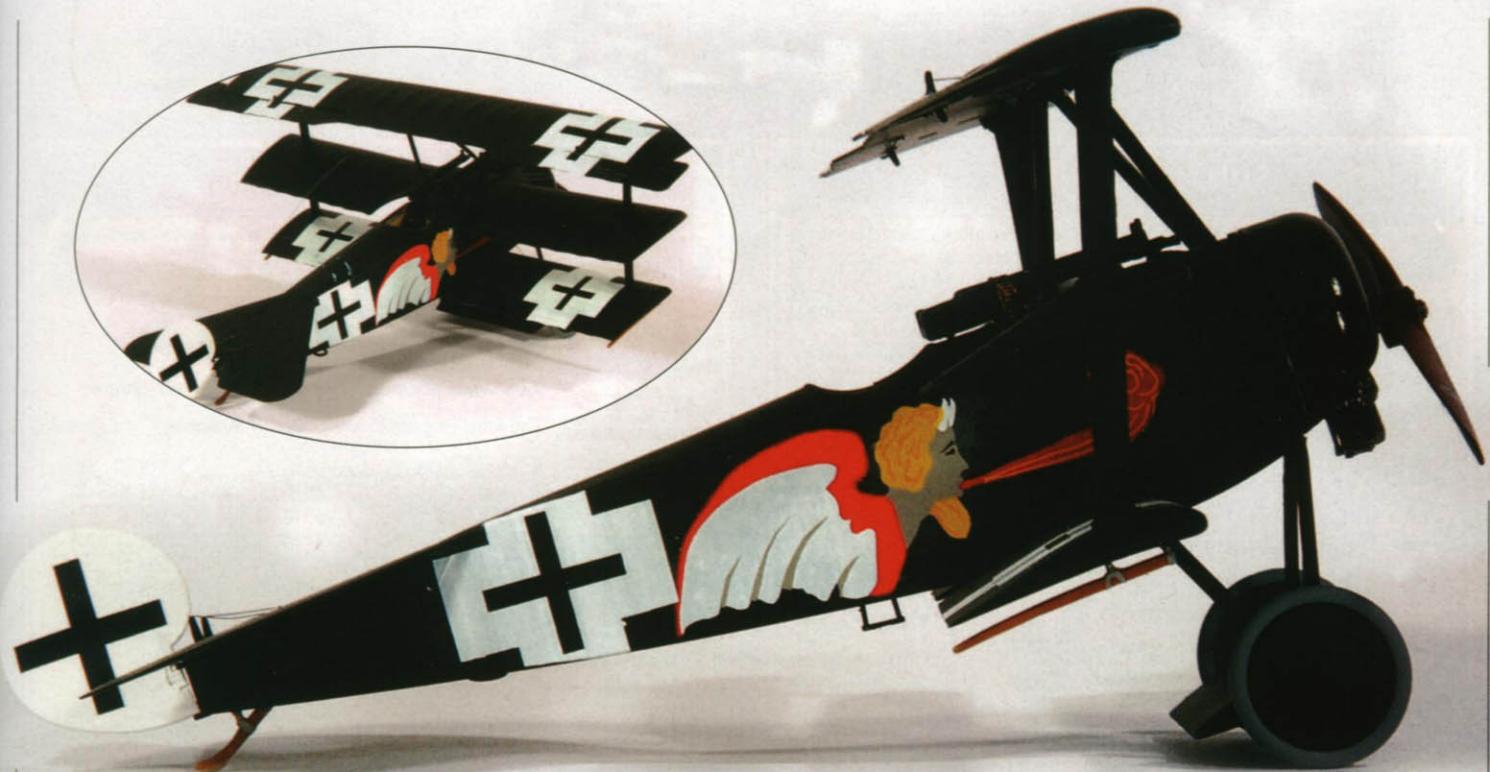
The rest of the aircraft was brush-painted with Poly-S black acrylic, with the exception of the cowling, which was sprayed with gloss black car paint to reflect its metal surface.



Put a finger in the wrong place and you get a bent bracing wire and a few choice words

Fokker Dr.1 Triplane





Construction

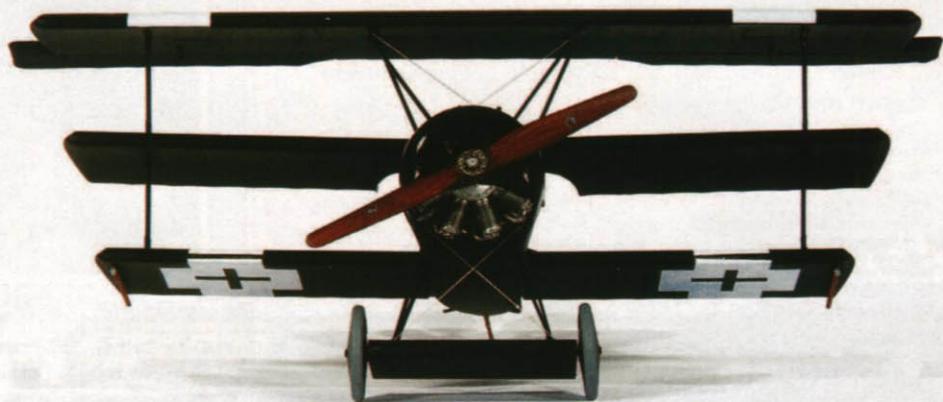
I now started work on the twin machine guns. Two types are supplied — basic breeches and barrels to which you can add photo-etched jackets from an aftermarket supplier, and complete plastic guns, which is what I used. Each gun is made up of three parts and is well moulded. To paint them I started with Poly-S black, and once this had dried I sanded some pencil lead on wet 'n' dry paper, dipped my finger in the dust and rubbed it onto the guns. This gave a pleasant metallic 'bluing' effect and also highlighted the raised detail. The final step was to pick out the ammunition belt with Humbrol brass before attaching the complete assemblies to the model.

The wings were now attached. The lower wing was a nice tight fit, but I had to carry out some further trimming to get a good fit on the middle and upper surfaces. It was at this stage that I did my traditional muck-up. In preparing the cabane struts for the top wing I managed to break one in half, so I had to replace the front section with plastic strut. This looked OK, but the kit item on the other side looked thinner than its twin, so I had to replace that with plastic strut to get a matched pair. These were attached with a small drop of superglue, but unfortunately my made-up struts were a little short, so attached to the fuselage a higher up than they should.

The wheels are nice assemblies, with outer hubs separate from the rear face/tyre, which makes it easier to get a sharp dividing line between hub and tyre when painting. WWI German aircraft had tyres that varied in colour from near-white to light grey, rather than the usual dark grey/black of modern tyres.

Decalling

The decals supplied are thin and well printed, but the



white areas are slightly opaque and some of the surface colour showed through. This was no problem on my overall black model as the fade was constant, but it could be more noticeable on the white-and-black-striped option. The fuselage decals on at least two options appear to be oversize, carrying over onto the upper surfaces, which they should not. The decals settled very well but gave only a short time for positioning, even with large amounts of water.

Rigging

After decalling I applied the Triplane's limited rigging, just bracing wires that run between the cabane struts and between the landing gear legs. I measured the gaps with dividers, then cut the required lengths from surgical steel wire. If I had thought ahead I would have pre-drilled location holes — a lesson learned that I will apply to my next biplane project. I also used surgical wire to make the control wires running from the

fuselage to the elevators and to the control horns on the ailerons on the upper wing. Roden had moulded location marks for these on the wing and fuselage; next time I will drill these out to get a more positive location for the wires.

Conclusion

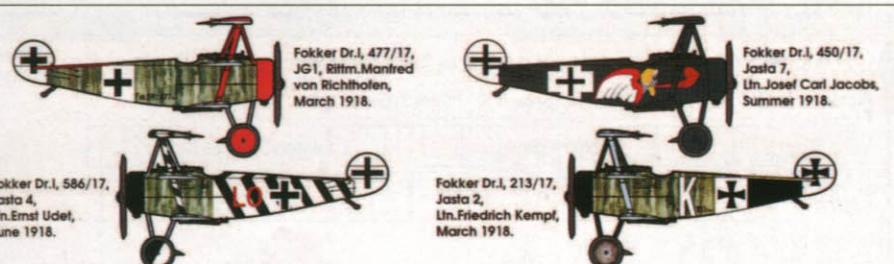
This was a most enjoyable project. The good engineering and fit of parts make it an ideal first large-scale model, and for 1/32 scale it still results in a fairly compact replica of an important type. I have already purchased another and I am sure that we will have a brass set from Eduard before too long to add that final touch, and hopefully some aftermarket decals, as there were many more colourful examples of the Dreidecker. The only problem I have with this kit is the high UK price, £37.95 compared to \$35.98 in the USA.

Many thanks to Roden for producing a superb first 1/32 scale subject, and to Toyway for supplying the review sample.

David Francis

References

- Fokker Dr.I Windsock Datafile Special, published by Albatros Productions Ltd, 1991
- Windsock International Vol. 21 No.2 March/April 2005, published by Albatros Productions Ltd, 1991. This edition features superb updated drawings of the Dr.I by Ian Stair to 1/32 scale and a fascinating article that debunks some of the colour myths surrounding von Richthofen's infamous red Triplane



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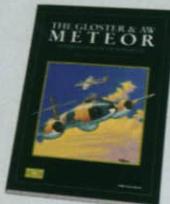
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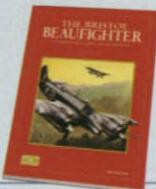


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Devastator!

Steve Evans builds the Revell/Monogram 1/48 kit of this famous (or infamous) US Navy torpedo bomber



During the early 1930s the US Navy realised that its then current fleet of ships was becoming older and far less effective, which meant it would have to upgrade its equipment, both ships and aircraft. With that in mind they laid down the hulls of a new class of aircraft carrier and looked to the aircraft manufacturers to create the machines with which to arm them.

The first of this new class of ship was the USS *Ranger* and Douglas had been chosen to produce the new TBD Devastator as its modern torpedo bomber. Even though there were initially fears that the new aircraft was too big for the *Ranger* class of carrier, Douglas's torpedo bomber was successfully operated from their decks without too many problems.

The Douglas design, although it looks antiquated to modern eyes, was considered radical at the time and was an aircraft packed with real 'firsts' for the Navy: Its first purpose-designed monoplane, first all metal-skinned aircraft, and the first with hydraulic wing folding. The three-man crew (pilot, bombardier ad gunner) sat in a large cockpit behind a relatively low power 850 hp Pratt & Whitney R-

1830 Twin Wasp engine, which pulled the machine up to a maximum speed of 206 mph. Armament was typically light for this period, just a single .30- or .50-calibre gun firing forward and a single .30 gun on a flexible mount in the rear cockpit (Torpedo Squadron VT-8 aboard the *Yorktown* later fitted twin .30s from Dauntless spares). Bomb load was anything up to 1,000 lb of iron bombs or the 1,200 lb Mk XIII torpedo, the latter carried semi-recessed under the centre fuselage.

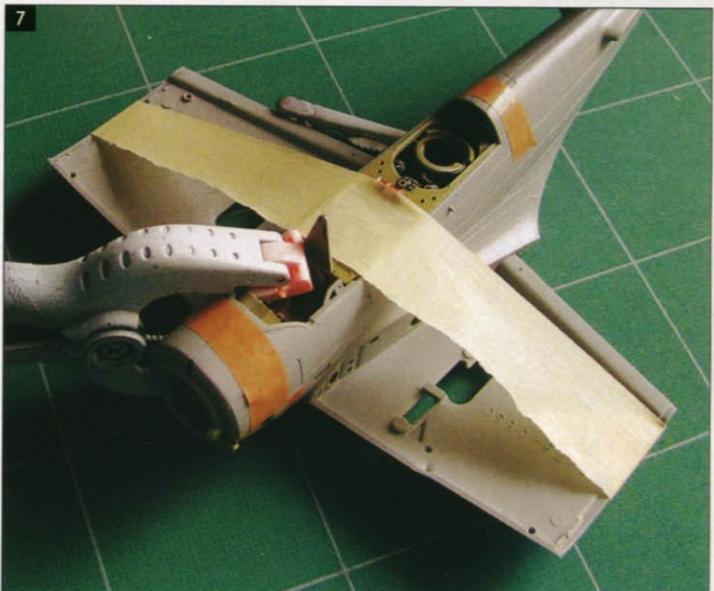
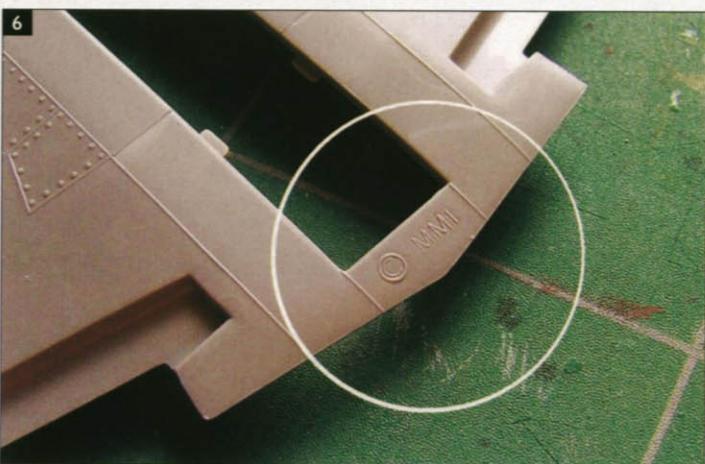
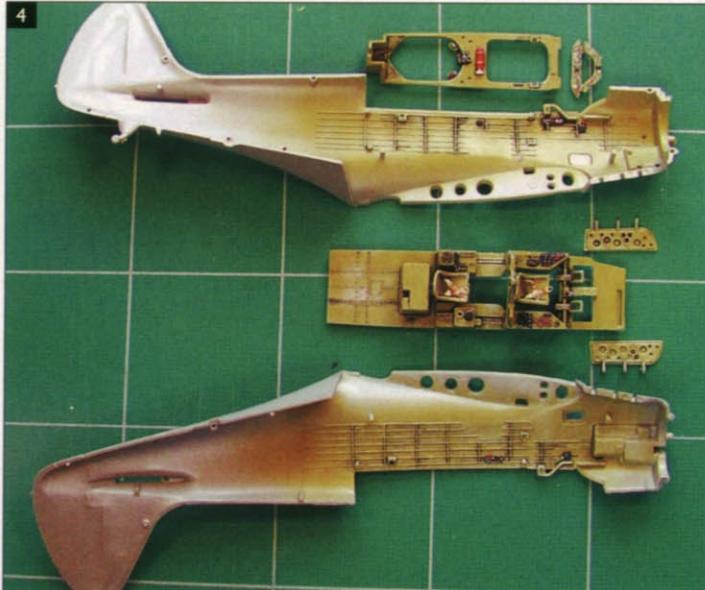
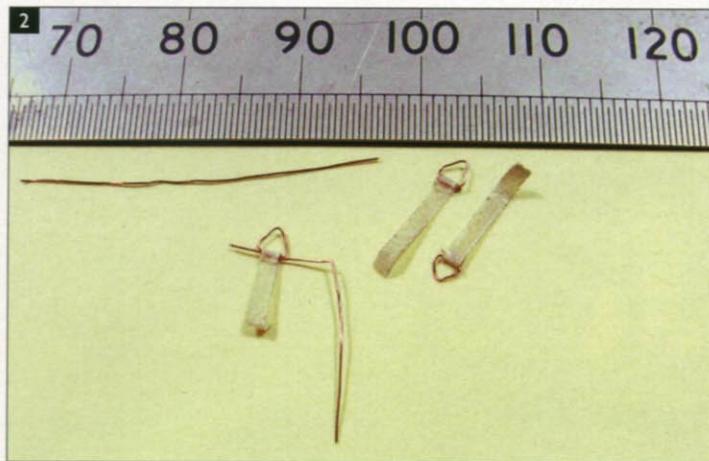
This all-new aircraft, described by the Navy as the most modern and effective aircraft of its type in the world, was produced in modest numbers (130 including the XTBD-1 prototype) and spread around the fleet carriers for it to be in place and ready for war when the Japanese Imperial Fleet attacked Pearl Harbor in December 1941.

This 'world-beating' aircraft might have been state-of-the-art in its time, but due to the rapid advancement of aeronautical knowledge during this period, by the time it actually got into combat it was seriously in need of replacement. The Grumman TBF Avenger, set to be the new fleet torpedo bomber, was still a long way from



John D. Edwards
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service. The Devastator was left to carry the torch during the first months of the war, giving Douglas's bomber the chance to shine...or not, as it turned out.

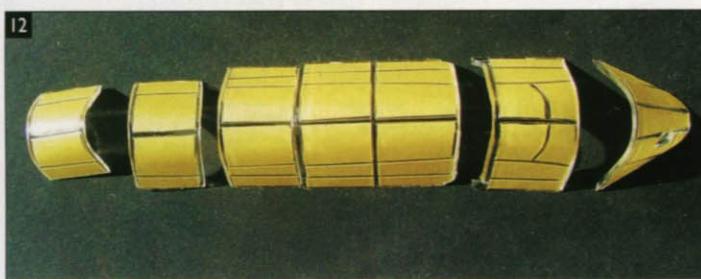
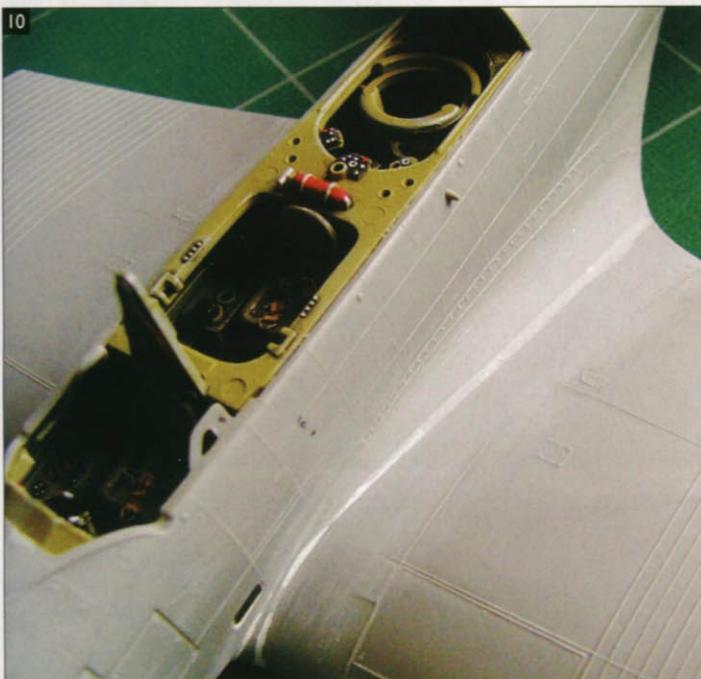
The TBD-1 actually acquitted itself well during the initial phases of the Pacific War, performing admirably during the attack on the Imperial Japanese Navy fleet in the Marshall and Gilbert Islands. Despite the ongoing troubles with their Mk XIII torpedoes, Devastators were credited with the sinking of the carrier *Shoho*, a victory gained with the benefit of good air cover and poorly directed anti-aircraft fire from the Japanese ships which allowed the torpedo bombers unmolested attack runs, so losses were correspondingly light.

The next big test for the Devastator was also its biggest failure. The Battle of Midway was a slogging match between the two carrier fleets that ended in

losses on both sides and a serious tactical defeat for the Japanese, but it came at a high price, especially for Devastator squadrons. Launched from the carriers USS *Hornet*, *Enterprise* and *Yorktown*, they lost their accompanying fighter escort in broken cloud as they searched for a Japanese fleet that had moved from its expected position, which meant that the torpedo bombers appeared above the enemy ships alone. Japanese Zeros on combat air patrol from their own ships descended upon the TBDs and literally slaughtered them. With the Devastators caught between the fighter patrols and the Triple-A fire from the ships, not a single torpedo reached its target, and of the 41 bombers launched from the American carriers only five made it back aboard, all the rest being lost. This was a sad day indeed for the Devastator but it was not a complete loss as the Zeros, engaged as they were in shooting up the

TBDs, failed to stop the squadrons of Dauntlesses getting to the IJN fleet and three carriers were sunk, the *Agaki*, *Kaga* and *Soryu*. The *Hiryu* was also sent to the bottom in a follow-up attack a few minutes later, but her own aircraft had managed to strike back at the Americans, badly damaging the *Yorktown*, which was later sunk by torpedoes from a Japanese submarine.

After the horrendous losses suffered by the Devastator squadrons the Navy knew that the TBD had had its day and it was quickly relegated to secondary duties such as training and communications. The Douglas design was an important stepping stone for the Navy, getting them away from the biplane configuration and dragging it into the modern world. Like so many other types from this era, the rapid advances in aeronautical technology quickly made the



8
A coat of White Ensign Zinc Chromate enamel for the base coat, a wash of black oils for the shadows and a dry brush of Humbrol Hu 90 Sky for the highlights, gave good depth to the parts. The instrument panels have separate decals supplied as standard and these look reasonable, but they did need settling in with MicroSol to get them to conform to the raised details. In fact the cockpit as a whole is a fine effort. Of course, it can be improved with wiring, switches and levers to add a bit of realistic clutter, but it's perfectly acceptable as is. The only real sore point for me is the representation of the seatbelts. The indistinct mouldings are poor, and I wish Revell hadn't bothered. So, out with the masking tape and wire to make up a set of lap belts for each seat; appropriately painted and positioned they make the world of difference (Photos 2 and 3).

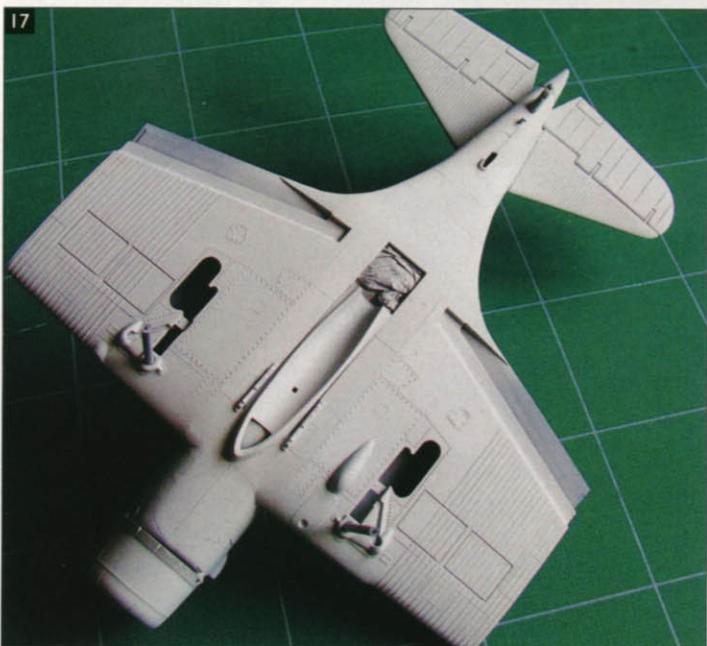
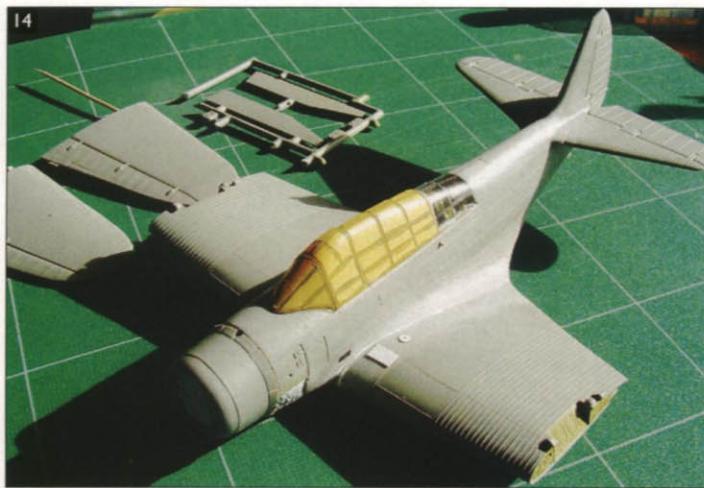
The TBD had an odd set of doors in the lower forward fuselage that opened to show the bombardier's position, lying prone under the cockpit floor no less, but as this model was going to be armed with the torpedo the doors were stuck in the closed position. Their fit to the fuselage wasn't too great and they would need a bit of filling and sanding later.

The cockpit assembly is fitted to one side of the fuselage and the arrestor hook is slotted into place before the fuselage halves are closed up (Photo 5). The hook has a decal on the sheet for its black and white stripes. I elected to apply this pre-assembly, and having wrestled it into submission and used half a bottle of Micro Sol on it just to get the thing to conform to the narrow diameter of the hook shaft, I heartily recommend ignoring the decal and painting those stripes.

9
The fuselage halves went together with no great drama, a reasonable fit although not perfect, but nothing that a bit of filler couldn't disguise. With the fuselage set aside to dry it was time to get on with the other sub-assemblies.

10
First up was the engine. This is a simple two-part affair that slots into the tight-fitting cowling. The detail work is OK, even including the moulded-on wiring harness and nice bolt-heads on the gearbox housing. Cylinders were painted semi-gloss black and dry-brushed with aluminium and bright silver, whilst the gearbox was left grey with a wash of black oils to accentuate the detail.

11
Next came the wing panels. The raised corrugations on the outer skinning, so noticeable on the real aircraft, are well represented, and the internal ribs at the wingfold joint are also nicely detailed (more on that later). The only problems



were at the leading- and trailing-edges. The leading-edge match-up was a little clumsy and imprecise, requiring a bit of filler replacement of the corrugation detail. For this I took the easy way out and used a slightly blunt #11 blade, pressed into the plastic and 'rolled' around the leading-edge curvature. This gave a neat V-shaped depression with raised edges that looked pretty much like the corrugated skin. It wasn't perfect but I was lost for what else to do that wasn't going to take me months. I think the best way to do this would be to attach tiny strips of stretched sprue, individually cut to length — not an easy task.

The other problem was the trailing-edges. These are far too thick and required some serious thinning down. I failed miserably on one of the wings, rushing it and not taking enough off, so learn from my mistakes and take your time to get a

good result. The outer wing panels are supposed to slot into place on the centre wing section and remain movable, but I hate that kind of 'toy' look. This one was going to end up 'folded', so I set the outer wing panels aside for later addition of some detail for the fold mechanism.

The wing centre-section is a three-part affair that was not such a great fit, either to itself or the fuselage, requiring lots of glue, filler and patience. The wing roots in particular needed close attention. This is one area where the age of the kit shows, as I'm sure that a more modern offering would have made all these joints much more accurate and presentable (Photos 6, 7, 8, 9, 10 and 11).

With centre-section added to the fuselage, the engine temporarily attached for paint, and all the joints filled and smoothed it was time for a

marathon task: masking-up that greenhouse of a canopy. The five parts that make up the cockpit roof are a mass of tiny panels, all held together with a complicated and busy looking framework. It's important to get this looking right as it's a big recognition feature of the Devastator, but by heck it's a job-and-a-half (Photo 12).

The destruction of detail at the wingroot by rubbing down all the filler called for the replacement of the fuel filler caps and reinforcing plates. These were replicated with some 10-thou plasticard and a few drill marks to represent rivets. They looked a bit too prominent but under the black walkway paint they'd be fine.

There were a few final cockpit parts to be fitted — the roll-over bar and gun mounting ring/seat — before the canopies could be fitted for painting. The rear gunner's portion and the pilot's canopy



altogether duller, more businesslike scheme from 1942 of Non-Specular Blue-Gray over Light Gray undersides. FS numbers are quoted for all these but of course that system of paint identification hadn't come into use then so they're just approximations. The exact shade of Blue-Gray and Light Gray used are still under discussion and as usual for colour matches no-one seems to have the definitive answers, it depends on which publication you believe as to the exact colours.

The chap who asked me to build this one for him (Chris) supplied a set of Aeromaster decals for it that have a couple of lovely paint guide sheets in the pack. These directions don't mention any FS numbers but just go with the colour descriptions so the actual colours used are going to be a bit subjective. For me the Blue-Gray has a good blue

touch to it, whilst the light grey is pretty much like Light Gull Gray, so I decided on the LifeColor acrylics, which have both colours in their range.

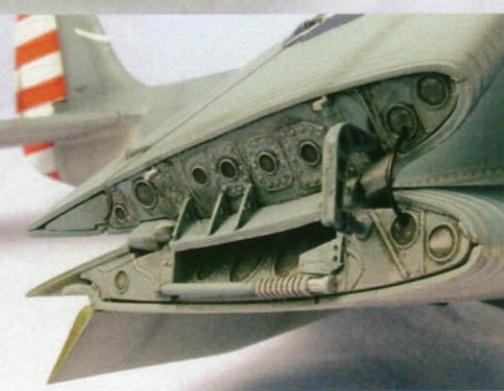
The whole model is washed and given a light coat of Halfords, grey plastic primer for the acrylics to key into (Photo 16)... and my first major mistake! The windscreens have a huge great hole in the front of it for the telescopic sight and I forgot to mask it off... I'm dreading what the spray through has done to the cockpit interior but I'm being a coward and leaving it till later to look.

Starting with the lightest colour first the lower surface was given a good coat of FS 36440 Light Gull Gray (Photo 17), which was then masked off with loads of tape and Blu-Tack rolls along the demarcation line (Photo 18) so that the upper surface and outer wing panels could be sprayed

FS35189 Blue-Gray. There are broad black walkway panels at the wing roots that need to be applied, there's a decal for this on the sheet but I wanted to show these as being scuffed and well worn so I masked off the outline of them and then applied a few little drops of Maskol, applied in a random pattern to give a chipped look to the paint (Photo 19). These were then sprayed with matte black acrylic and pretty good they looked too (Photo 20), especially with a few chips applied with a silver pencil, making them look even more beaten up. For general weathering, a light dusting of grey pastel dust along the panel lines, heavier around the control surfaces and any well-worn areas, made the whole thing look much more combat weary.

It was about this point that I'd realised that I had completely forgotten about something: the





wingfold mechanism. This area on the kit, I think I called it a bit 'toy like' earlier, is nicely moulded with good rivet detail but is lacking in some important and very visible structure (Photo 21). I really should have addressed this before now but knowing how cack-handed I am sometimes, maybe it was a good job I hadn't added any detail yet as I'd have probably broken it by now.

The most noticeable omission from the kit is the locking bar and support bracket on the inboard section. I cobbled this together from bits out of the spares box, wing stay braces from the Tamiya Corsair and finned gun barrels from Hasegawa's Typhoon. Cut and trimmed to size with a plasticard mounting bracket it looked OK painted and weathered (Photo 22).

The outer wing panels needed tiny locking lugs and some stiffening ribs, all easily done with stretched sprue and 10-thou plasticard — God bless that stuff — Photo 23.

That was the paint job done. It really was that simple. There were no other colours or additions, and if it wasn't for the oversize stars that were going to be applied this would really have been a pretty dull colour scheme. Talking of stars, the whole thing was given a good coat of Humbrol Gloss Cote and set aside to dry in preparation for the decals.

Decals

The kit decals are a bit of a mixed bag, nice register and density, lovely clear stencil markings but terrible colours. The blue is nearly black and the red tail stripes and centre discs are dull and almost burgundy. I only used a few of the stencils, cockpit instruments and labels from the sheet and although they were a bit stiff and unresponsive, they settled down well with Micro Sol (Photo 24).

The Aeromaster decals however (Photo 25), looked gorgeous, lovely colour and density, thin and glossy with perfect register...and were quite possibly

the worst decals it has ever been my misfortune to use! I knew it was going to be a long day when the first decal I applied — one of the fuselage stars — split as soon as it tried to follow the relatively gentle curve of the wingroot fairing. What followed was a nightmare of splits, bubbles, silvering and swearing. It took me a whole day of constant attention to get them to conform to the raised detail and look even remotely acceptable. Even the use of Mr Mark Softener, traditionally a much more aggressive decal softener than Micro-Sol, made little difference to the hell-spawned decals, which constantly wrinkled up on themselves and steadfastly refused to do as they were told. In the end I admitted defeat and called it quits (so don't look too closely). If I had known what was in store for me I'd have forgotten about using decals at all and I would have painted the whole set of markings.

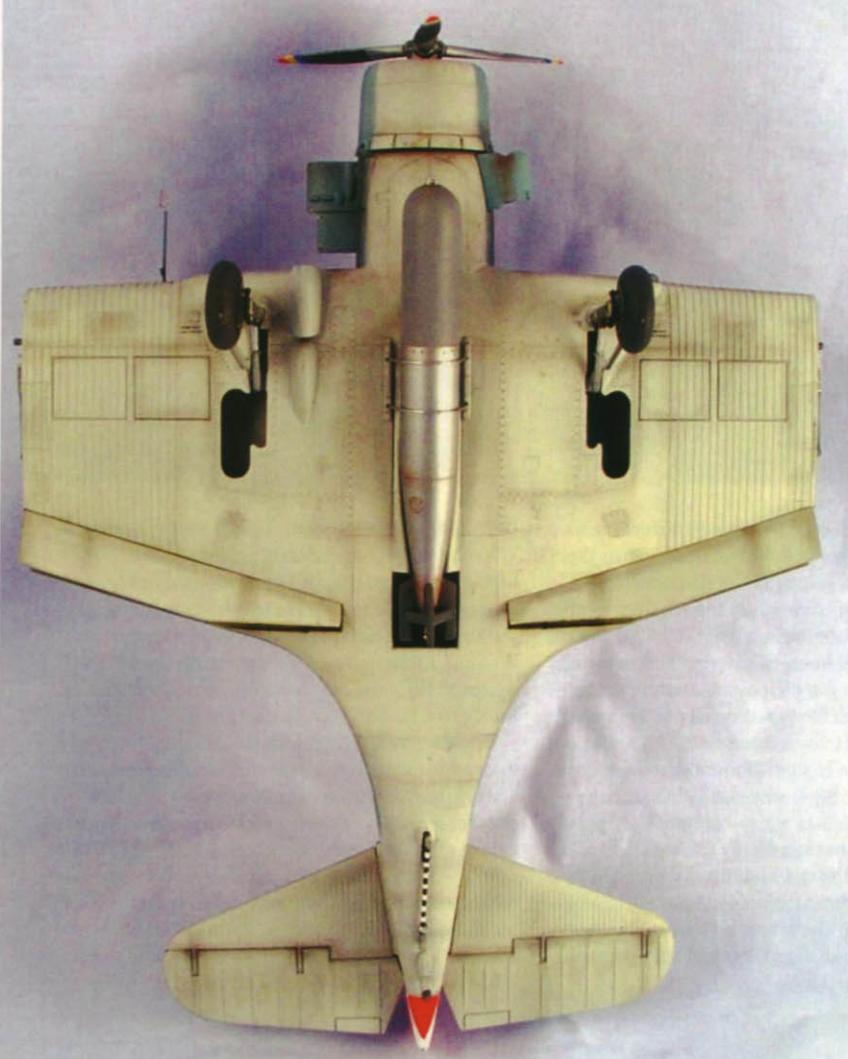
Final assembly

With the troublesome decals finally applied (I'll have nightmares, I swear I will) it was time for finishing. The whole airframe was first given a coat of Johnson's Klear to seal in the decals (they're on now and I'll be damned if they're coming off) and to isolate the gloss coat from the subsequent matt finish, ensuring an even sheen.

The flaps and their associated structure were masked-off and given a coat of White Ensign Zinc Chromate enamel, once again treated with pastel dust for weathering; these give a nice splash of colour to the grey scheme (Photo 26).

It was then time to sort out all the bits and pieces such as the undercarriage (complete with moulded on hydraulic lines, Photo 27), radio mast and pitot tube. The kit's pitot is a laughable affair, so I made a new one with stretched sprue





and fine wire (Photo 28). The little disc attached to its side is a temperature sensor fitted to later models of the TBD. The fuselage panels were fitted into place and the nose-gun slotted into its little cubby-hole.

The engine cowling was removed to have the propeller fitted before being permanently attached (Photo 29). The propeller itself was painted in the rather jolly looking scheme of polished metal blades with matt black rear faces (suitably chipped) and tri-colour red/yellow/blue warning tips. With everything in place and dry, the whole kit and caboodle was given a liberal spray of Humbrol Matt Cote, which when properly thinned gives a lovely smooth, even finish.

After drying it was time to check out my earlier faux pas with the gunsight hole and the damaged caused. I had been lucky, simple as that — the

damage was minimal and easily cleaned up. I thought about removing the screen to tidy up the canopy a bit more but I now that I'd cause more damage that way so I left well enough alone.

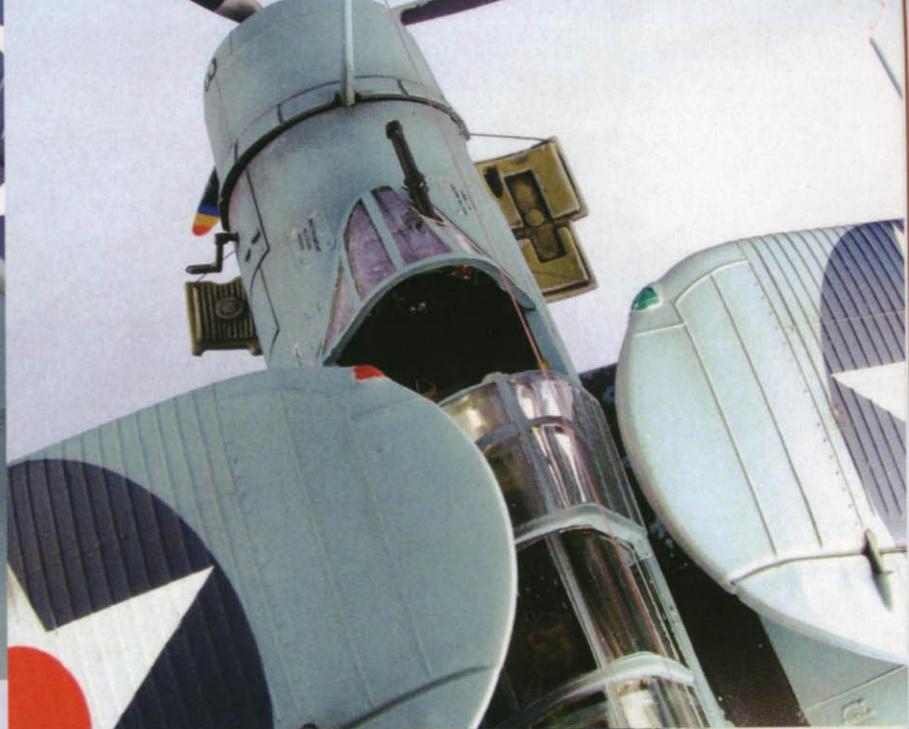
The aerial wires were made using 1 lb fishing line, as were the access door retaining straps, although these were given a couple of coats of gun metal enamel to thicken them up and make them appear more substantial.

The final part was the torpedo, which locates into a slot in the fuselage underside. On the real aircraft it was held in place by two restraining cables that were released from inside the cockpit prior to launch. These were represented by two lengths of stainless steel locking wire. Bent to shape and attached to the bomb shackles they looked the part, and with the torpedo in place, sticking out at its odd angle, it was job done.

Accuracy

This kit is old, and as such its raised panel lines look a little outdated, but if you study the photographs of the real Devastator you'll see that in reality it was a pretty lumpy aircraft. A lot of the fuselage skinning was lap-jointed, so engraved panel lines would be wrong, so it really is a half-and-half situation. I believe that if you know what you're getting when you buy one of these then you're not going to be disappointed. The detail work is excellent (as the early Monogram stuff usually was) and nearly up to modern standards.

The look and 'sit' of the model are all excellent. It has the TBD-1's ungainly look to it from every angle, and with those oversized stars it is quite striking. I have to admit that I didn't do any measurements for this one so I'm not going to bore you with length and span figures. Suffice to say that it's immaterial whether it's 3 mm too short or not, because this is the only



1/48 Devastator in town, so if you want one, this is it!

All in all I think that this is a fine effort considering its age. Monogram did their homework and put in the initial effort to get a fine representation of this important (if doomed) type.

Conclusion

Have I said how old this kit is? Well, OK I might have mentioned it in passing but when you look at the details of this kit you realise why a lot of people still love the old Monogram/Revell kits. In its day (1975?) this must have been a cracking little kit. Even by today's standards it's still good and Revell's reboxing was a smart idea. There are some downsides to this age of course, the poor fit of some of the parts and the clumsy representation of the wing fold spring to mind, but don't let them put you off, with a little patience and effort you can get a fine result out of the box.

At first glance the cost of £22 (in the UK) might seem a bit steep but you get a lot of plastic for that and it's a good representation of the TBD to boot, add to that the value of the exclusive included book and I think it's beginning to look like a pretty good deal (especially if you can pick one up at one of the shows for less than list price).

OK, this kit isn't perfect, not many are, but if this fits in with your collection then don't be put off by the age of the mouldings, I can tell you I've seen far worse from much younger offerings.

Steve Evans

Thanks

To Chris Ellis for the opportunity to do the kit and for supplying some great references, and to Tony Holmes of Osprey Publishing for his prompt assistance with reference material.

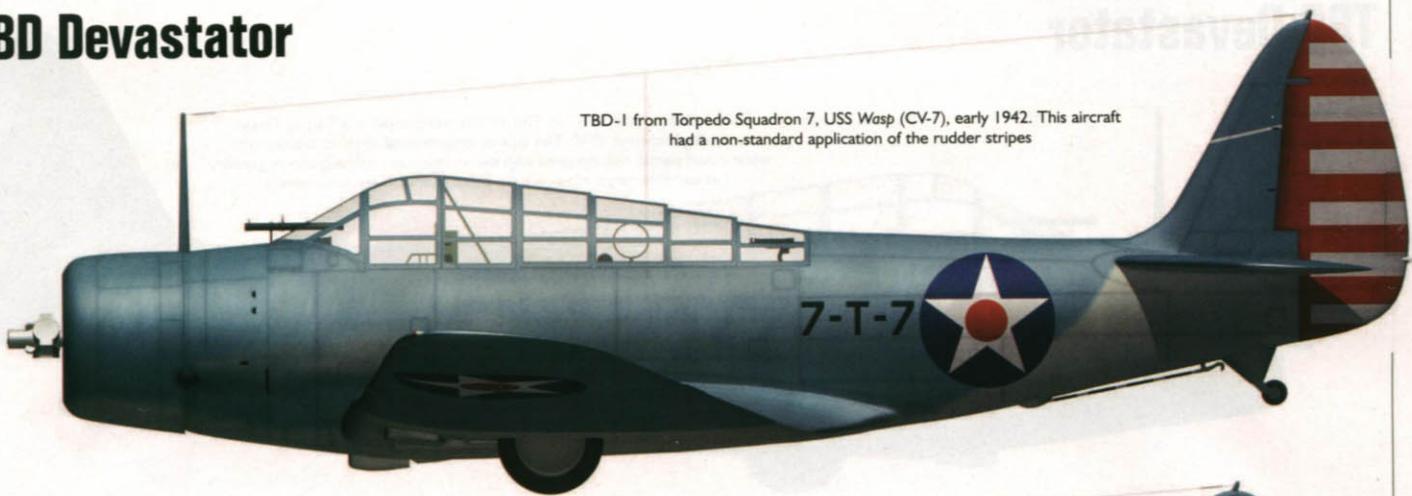
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- TBD Devastator Units of the US Navy, by Barrett Tillman. Osprey Combat Aircraft Series No. 20. Osprey Publishing Ltd, 2000. ISBN 1-84176-025-0.
- TBD Devastator in Action, by Don Greer with illustrations by Don Greer and Perry Manley. Squadron/Signal Publications, 1989. ISBN 0-89747-231-4.
- Navy Air Colors Vol. 1 1911-1945, by Thomas E Doll, Berkley R Jackson and William A Riley. Squadron/Signal Publications, 1983. ISBN 0-89747-143-1.



TBD Devastator

TBD-I from Torpedo Squadron 7, USS Wasp (CV-7), early 1942. This aircraft had a non-standard application of the rudder stripes



TBD-I, (BuNo 0325) of Torpedo Squadron 6 (VT-6), USS Enterprise, October 1941. It was armed with a Mk XIII torpedo



TBD-I of VT-3, USS Saratoga, 1941. This aircraft was painted in an overall Non-specular Light Grey scheme



TBD-I flown by an operational training unit operating from NAS Corpus Christi, late 1942



Jerry Boucher
© MMV

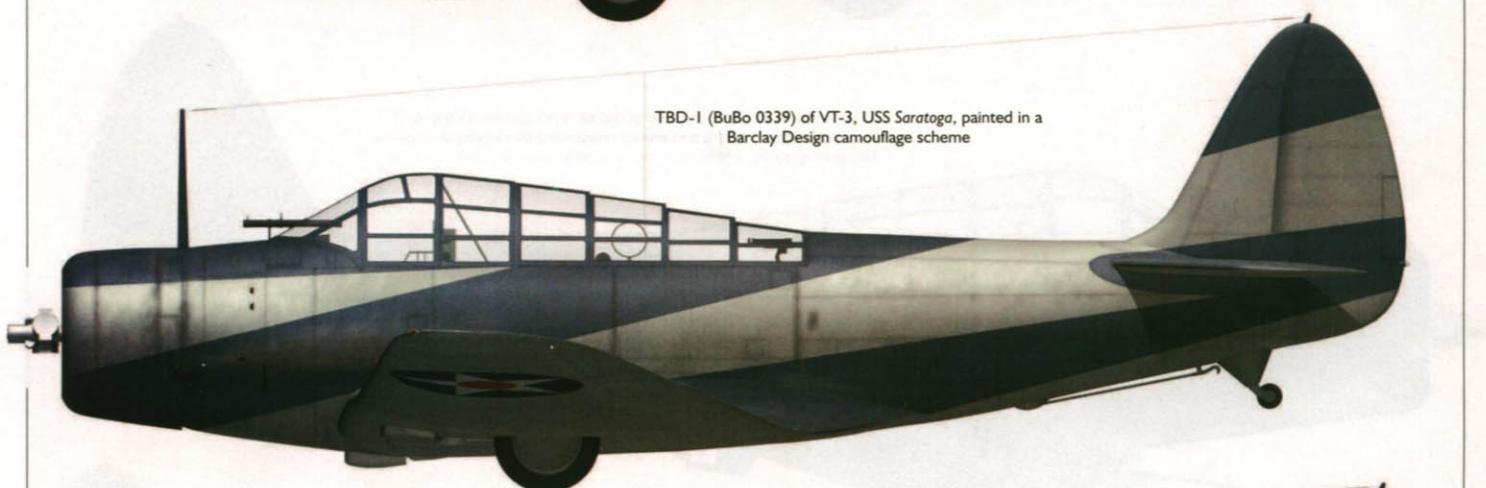
• 1 of 4 • © Jerry Boucher – 2005

TBD Devastator

TBD-I (BuNo 0320) of VT-2. This aircraft was painted in a 'Barclay Design' camouflage scheme, 1940. This type of experimental scheme, created with water-based paints, was designed with the intention of confusing enemy gunners at extreme range. However, the experiment proved unsuccessful



TBD-I (BuNo 0339) of VT-3, USS Saratoga, painted in a
Barclay Design camouflage scheme

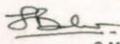


TBD-I (BuNo 0299) of VS-71, USS Wasp, June 1941



TBD-I of VT-5, USS Yorktown, 1938. The 'E' marking denotes a crew
award for excellence in gunnery and bombing

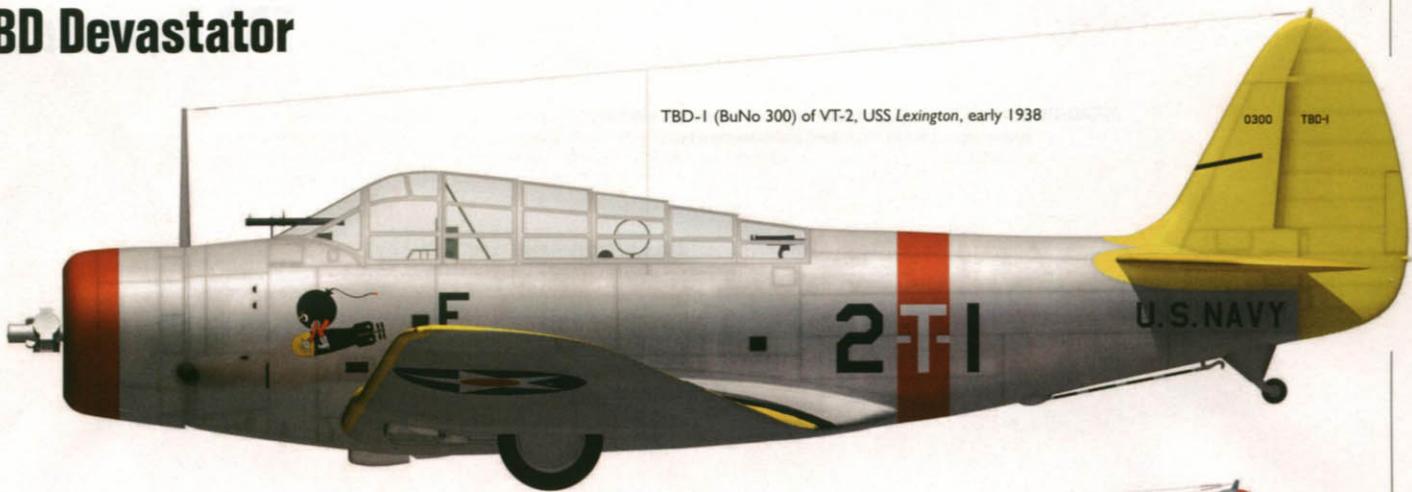



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TBD Devastator

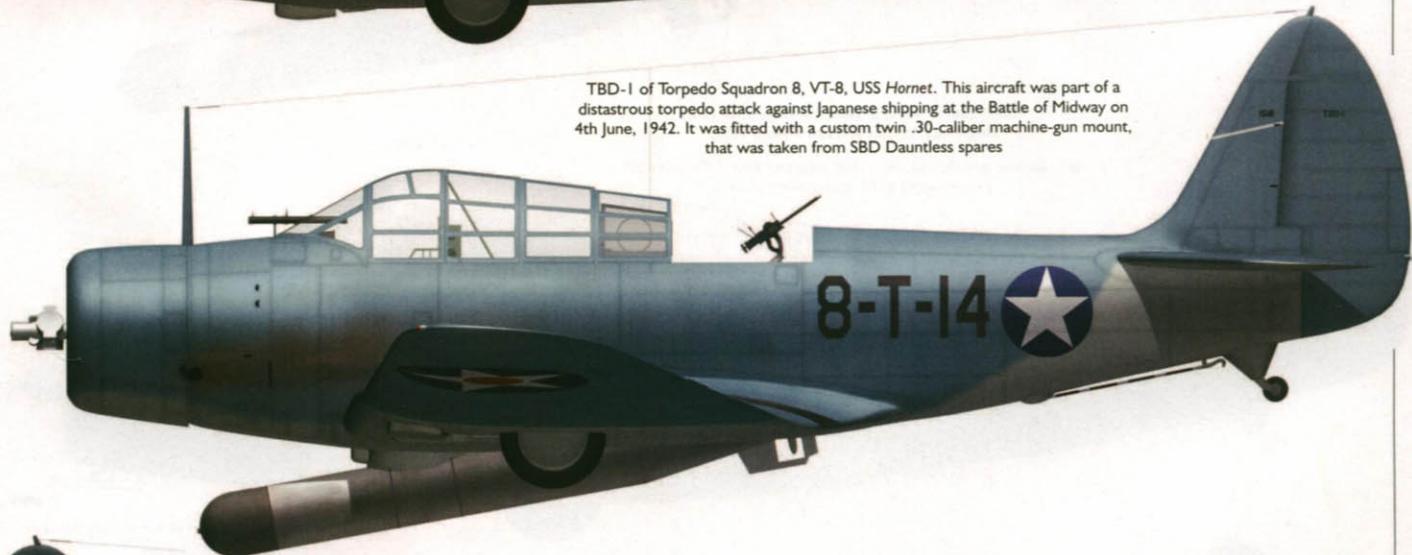
TBD-I (BuNo 300) of VT-2, USS Lexington, early 1938



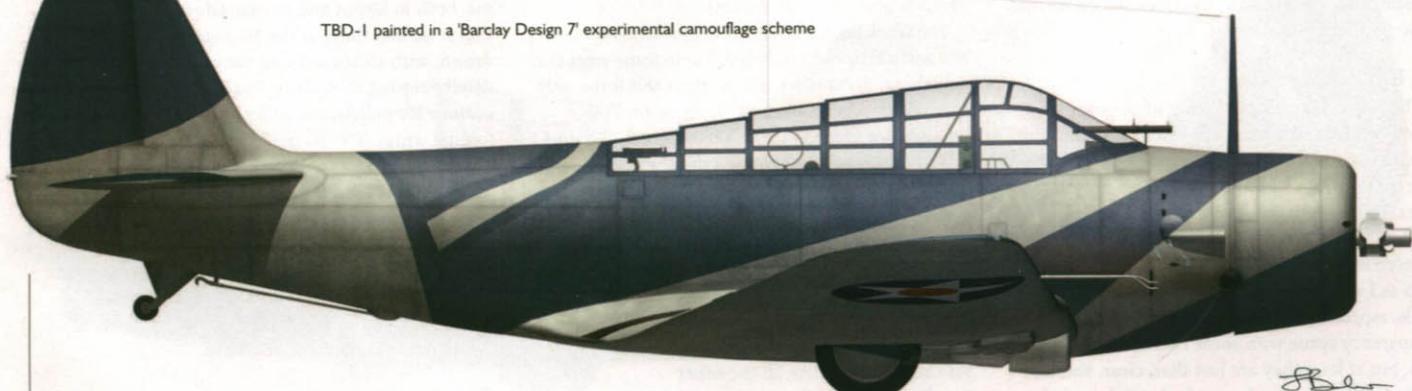
TBD-I of VT-6, USS Enterprise. This aircraft was involved in a bombing mission against Japanese targets on Wake Island. February 1942

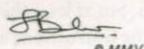


TBD-I of Torpedo Squadron 8, VT-8, USS Hornet. This aircraft was part of a disastrous torpedo attack against Japanese shipping at the Battle of Midway on 4th June, 1942. It was fitted with a custom twin .30-caliber machine-gun mount, that was taken from SBD Dauntless spares



TBD-I painted in a 'Barclay Design 7' experimental camouflage scheme



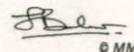
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TBD Devastator

TBD-I painted in a 'Barclay Design 8' experimental camouflage scheme



 © MMV

• 4 of 4 • © Jerry Boucher – 2005

Devastator obsolete, tragically so for the crews that had to fly them into combat.

The Kit

This boxing is Revell's reworking of the old Monogram kit and when I say old I mean old. I'm not sure exactly when this was first released (1975?) as there is no date on any of the four light grey sprues. Even though all of the panel lines are raised, the plastic is good, with only a few minor imperfections and sink holes, a little flash (not as much as I was expecting) and some very well done details, especially the cockpit. There is also a single transparency sprue with some rather thick clear parts, but at least they are just that, clear. You also get the instructions and a single decal sheet (more of which later) and an excellent reference book written by Bert Kinney and published for Revell by

Detail & Scale (see References).

The whole look and feel of the presentation is very '80s and a little old-fashioned, but in some ways that suits the subject matter, and being as this is the only injected Devastator available in this scale, I'm certainly not going to complain too much (Photo 1).

You also get three figures, a pilot, a deck chief and a rigger. Not being much of a figure fan I just painted up the pilot, but their inclusion means that you could create a nice little vignette if you so desired.

Instructions

Yes indeed, there are instructions in the box and yes they look just like all the other Revell/Monogram instructions. I hesitate to use the term 'old-fashioned' to describe them as they were reworked in 2003, but that's how they appear to

me, both in layout and presentation. Then again, that is no bad thing as the 16 pages are all well drawn, with clear exploded views and reasonably detail painting directions. You get a couple of options for panels and cockpit open or closed, and folding wings. The wingfold is probably this kit's greatest weakness, looking a little clumsy and toy-like, but I'm getting ahead of myself, so more on that later as well.

The paint and marking guide covers the last six pages and is pretty good, with multiple views of the two versions on offer and FS references for the paint, although these are only approximations of the actual colours used, of course.

Construction

I think we'll start with the cockpit. Good detail work in the moulding makes this a pretty easy job.



1/48th Scale

Manufactured by



Black Seahawk

David Batt builds Airfix's not so recent but very welcome 1/48 scale BAe Hawk

Although my staple interest is in 1/48 scale models of WW2 aircraft, I am on occasion known to stick my head out of the model workshop to realise that there are some real aircraft still stooging around outside two-dimensional images in dusty reference books.

Down here in the far south-west, if one hears a turbine engine the chances are it belongs to an all-black BAe Hawk operated by the Fleet Requirements and Air Direction Unit (FRADU) at RNAS Yeovilton, perhaps the most highly qualified and professional civilian air force in the world.

These aircraft, leased to the Royal Navy from the RAF and operated by commercial contractor Serco, are tasked to imitate sea-skimming missiles in order to train ships' crews in their countermeasures routines, and also as normal aircraft to train air traffic controllers and fighter directors in their specific tasks. The small group of pilots have an almost unbelievable total of flying hours, and it shows in the way pairs of aircraft depart from and arrive at base apparently nailed wingtip-to-wingtip, even in the circuit. With this sort of incentive overhead, sooner or later I would be drawn away from the lure of history, and the final pressure came with a request for a model to be built as a leaving present for a FRADU team member.

When Airfix released a newly tooled kit of the Hawk to 1/48 scale many modellers were delighted, not least by its very realistic cost. The Hawk is a modern day success story and the type is operated by many air forces in addition to the RAF, which has used the type in a huge variety of roles and colour schemes in addition to the *Red Arrows*. You could build half a dozen Hawks without duplicating a basic colour scheme and even in 'the larger scale' they would not require a lot of room. The kit should be a

world-beater, but from the outset the modelling press has been strangely quiet over this release. I purchased a couple of *Red Arrows* kits on their release for the 'round tuft' pile plus a couple of NeOmega cockpit sets and an Xtradecal sheet to suit.

The kit provides all the parts you would need for most British Hawks and many others besides, because it includes wingtip and underwing missile rails, a quartet of Sidewinders, a centreline gun pod and various underwing tanks. It has a lot of potential, lacking only a comprehensive decal sheet. Right from the start I could see in my mind's eye a grey air defence version and a weapons trainer in wraparound disruptive camouflage with Matra pods.

NeOmega's cockpit detail set is available in two versions, for early and late aircraft, the difference mainly being in the form of the ejection seats' headrests. It provides a new cockpit tub, two seats, control columns and instrument panels, a new rear bulkhead and rear panel coaming. The Airfix interior does need work if the finished model is to be compared with contemporary kits, and the simplest method is to acquire at least some replacement seats. NeOmega offer such seats, but make sure you get the right pattern of Martin Baker Mk 10.

Xtradecal sheet X48-047 BAe Hawk T.1A in RAF Service represented fantastic value for money, with no less than 27 various aircraft from the original light grey/white/red flying training scheme through to the current all-black finish, including a good number of the options I had already thought about.

A build of a FRADU Hawk required the gold Navy Wings carried on most aircraft's fins, otherwise I could have worked with generic sets like those produced by Xtradecal (though as I write the FRADU line has Hawks without Navy Wings and one with a Combined Forces badge, none of them having Royal

Navy insignia, but those are short-term 'loaners' from the MoD). Model Alliance include a FRADU Hawk on their sheet MA-48106 RAF BAe Hawks Pt 1.

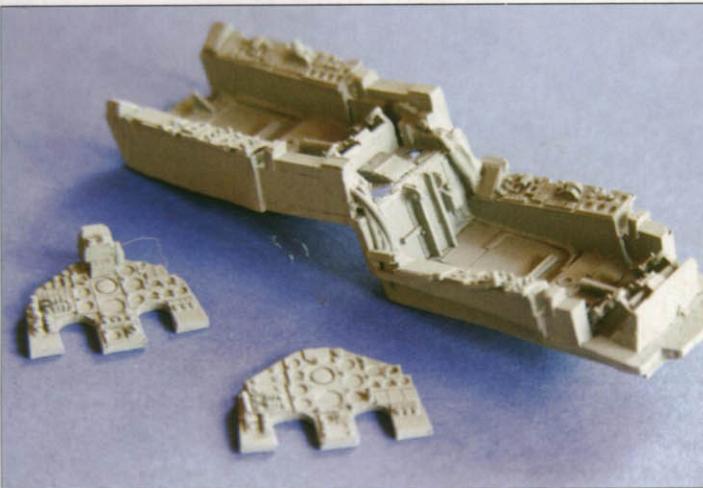
FRADU operate Hawk T.1s without a gun pod or underwing tanks, and they have the HUD deleted from the front cockpit. In place of this is a simple bracket to mount a state-of-the-art global positioning system (GPS). This, combined with a decent clock on the instrument panel, is immensely reassuring to the pilot, for it means that when he does his 'attack run' he can be sure he's coming from the right direction at the right time as far as the target ship is concerned. The possible consequence of coming from the wrong place at the wrong time while behaving like a sea-skimming missile is best left to the pages of a techno-thriller.

Most of the FRADU Hawks also have the modified fuselage with extended tail fairing. This involves an extension to the squared-off base of the tail just above the jet pipe and came about following the addition of a braking parachute to some aircraft. The parachute proved to be a waste of space, but its housing improved directional stability, countering one of the Hawk's very few nasty habits. Although it makes only a marginal difference to the overall length it does produce a distinct 'step' just above the jet pipe. Armed with a camera, a quick 'walk-round' of a representative Hawk (XX167) on the FRADU ramp gave me enough info to produce an accurate model.

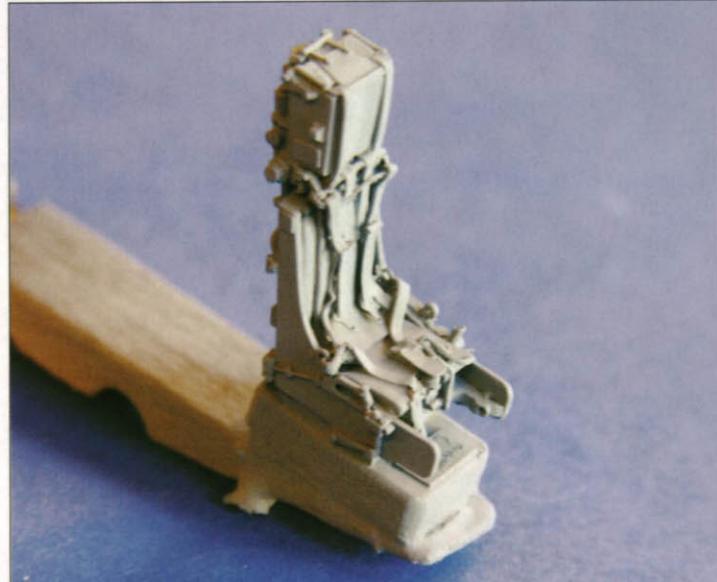
So, time to focus on the job in hand.

Getting started

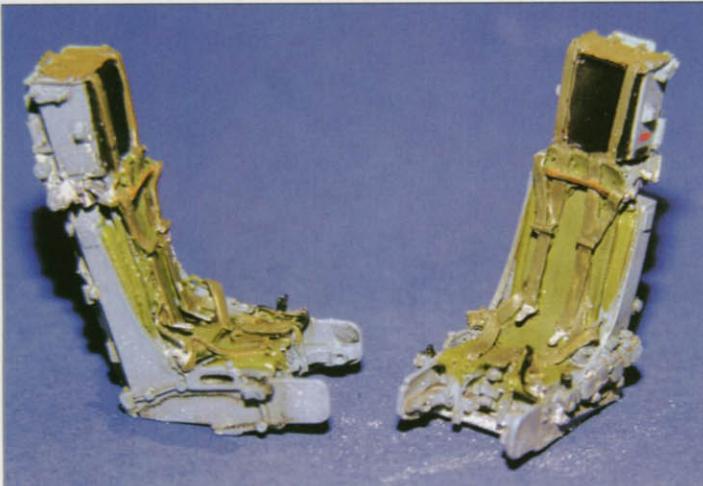
The NeOmega set is intended as a simple drop-in enhancement and were it not for the massive resin pouring block beneath the rear cockpit I am sure it could be installed in a single evening. I know of modellers who use power cutting tools on resin, but



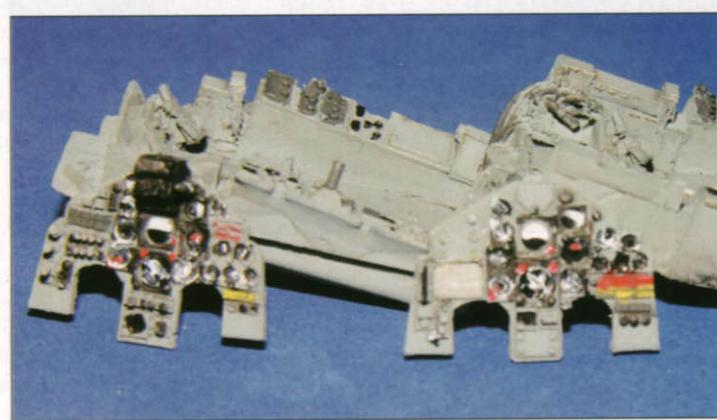
The NeOmega cockpit tub and instrument panels are more refined and accurate than the Airfix offerings



One of the resin ejector seats mounted on half a clothes peg, a useful handle for painting



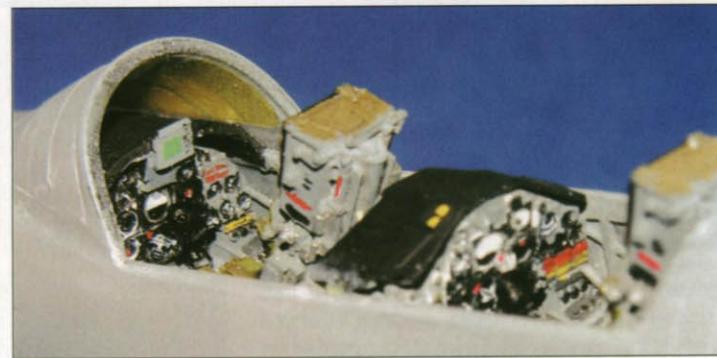
Once finished the seats look very effective, albeit a bit dusty here. To be fully accurate the shoulder straps should be clipped up into the holders either side of the head box



The panels and tub painted up. To make the instrument panels more accurate I cut away the switches on the left of the rear panel



The tub in place with the fuselage join cleaned up and the base of the HUD cut away ready for installation of the GPS system



A rectangle of 20-thou card, painted medium grey with a square of green decal, was used to create the GPS

this worries me. I do not want to spark a debate about whether resin is actually toxic or 'just' an irritant, but I do know that I don't want lots of dry airborne dust in my workshop. Not only would it still get into my lungs after I'd finished Hoovering the workbench and taken off my dust mask, but it would lay on my reference books and other shelves where it could be raised again later.

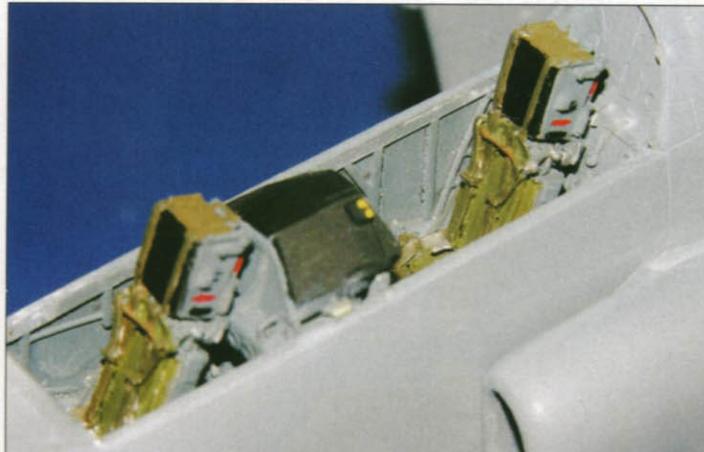
My preference is to use a hand saw dipped in water to trap the dust, or an Olfa P-Cutter which generates heavier swarf that does not fly around and can be easily swept up. It therefore took me some time to remove the block, only to find afterwards that it would have been possible to leave much of it in place. It is only the extreme rear of the block that has to be removed to allow the aft bulkhead to be fitted, while the lower edges just have to be rounded off. If this approach had been followed, holes could have been drilled right through the block to accept lead shot or

fishing weights as ballast. I used a mix of Milliput epoxy putty and fishing weights in the area under the rear cockpit. There's only one real disadvantage to this method — one of the fishing weights always breaks out of the mix after construction, and the model spends the rest of its life rattling!

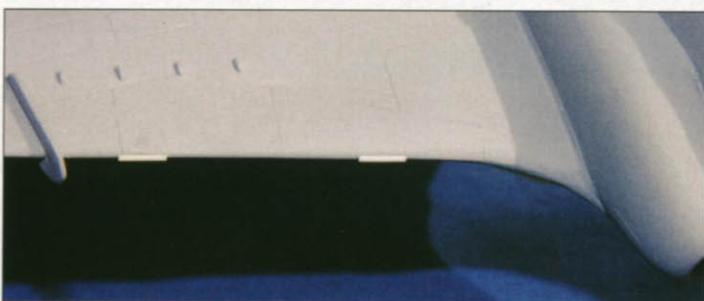
The NeOmega set is considerably more detailed than the kit and more accurate for a T.1 in that it represents a traditional 'analogue' cockpit with dials and pointers rather than the Hawk 100 type with multifunction computer screens as provided in the kit. NeOmega's offering is not 100% accurate for a T.1 but it will satisfy all but those who fly them for a living. It doesn't drop in perfectly but half-an-hour's energetic scraping of the cockpit interior to remove the kit's structural detail from behind the side consoles will allow the fuselage to close neatly around the resin tub. Similar work around the front instrument panel coaming will also produce a more

realistic finish. The ejection seats are works of art in themselves, though I know of some ground crew who would despair at the depiction of all the straps just dumped in the seat pan rather than clipped away neatly.

I hadn't built an Airfix kit for a long time and wasn't sure what to expect. Wind the clock back nearly 40 years to when this manufacturer dominated entire aisles in local Woolies stores and had little carousels in every newsagents, like present day swap cards. In those days Airfix Series One kits came in plastic bags with instructions stapled to the top and cost two bob (that's 10p in today's money), the parts fitted where they touched and model makers' levels of skill and enthusiasm were determined by how much time they would spend fettling the parts to fit properly and cleaning up the joints afterwards. Most present-day consumers (not just modellers) have rather higher expectations of the products they buy,



A view of the seats before the cockpit was sealed. One small addition seen here is the holder for the seat and canopy safety pins on the left side of the coaming. The front cockpit has a similar holder on the left, tight up against the base of the frame



The two tiny white marks are stall strips, matched by two more on the port wing



Although it produces a marginal difference in length, the aircraft's fuselage extension does create a noticeable step above the jet pipe



A large amount of filler was required to blend in some of the major parts — not an arduous task, but a lot more than you'd expect on a 21st century release



After the final primer undercoat the wheel wells were sprayed and masked off

which is why the policy of repeated re-releases of obsolete moulds from the dawn of modelling history (not only by Airfix) is so baffling.

Thankfully, Airfix have improved out of all recognition with their newly-tooled moulds, though the Hawk did present a couple of poor areas. I immediately noted the bland interior detail and 'granular' appearance of the plastic. The former I could understand, for the kit is aimed at the pocket-money end of the modelling spectrum rather than at the raving rivet-counter, and luckily the appearance of the plastic does not affect its final finish. While the kit has thick sprues and huge sprue gates, finer parts like the tailplane halves and missiles are quite delicate, but the trailing-edges of the wings and fin are pretty gross.

I broke with my usual practice and built it with the canopy closed, as an open canopy would make the model too fragile for a non-modeller owner. In many ways I wasted the effort of installing the resin cockpit (though the benefits of the new seats would still be obvious) because the Airfix canopy, though clear, is exceptionally thick. There's one great benefit in that the highly visible miniature detonating cord (MDC,

which shatters the canopy before an ejection) is provided as engraved detail on the interior of the canopy, but to offset this the 'big white frame line' that crosses the canopy is shown as raised detail. In reality this is bonding material between the canopy and the inter-cockpit internal blast shield, and the outside of the canopy is quite smooth.

Building notes

I found few problem areas in construction but had to do a lot of cleaning-up of joint lines. Some fiddling and scraping was needed to close the fuselage halves around the resin interior. The first parts to be installed were the replacement main tub, rear bulkhead and the front instrument panel, while the kit's front bulkhead was used. The roof to the front wheel bay was discarded as unusable but in any case it's not visible. When the fuselage halves had dried (I used liquid polystyrene cement whenever possible and recommend at least 24 hours curing with this) I was happy to find the joint line only needed the slightest work.

The upper part of the fuselage could not be

dropped into place. Some work was needed to thin down the front edge and/or file down the top of the resin rear bulkhead so the plastic part could fit properly. As the canopy would be closed I was able just to file down the resin, a far easier option. Once in place there was a nasty step on each side where the fuselage was wider than the upper part (though I accept the sides could have been forced out by the replacement resin cockpit) and it took two filing and sanding sessions to get rid of the step before the panel lines could be engraved. While in this area I also opened out the upper fuselage intakes with a #10 scalpel blade.

The main wing parts had minor problems. An unsightly step along the leading-edge needed sanding down (I might have avoided this by removing the locating pins and aligning the parts myself), and I have to repeat just how thick the trailing-edge is. This could be reduced by sanding down the inner surfaces like a vacform kit, but this would also lead to a reworking of the wingroot fairing. This problem was exaggerated by modelling the aircraft with its flaps up, for cutting the flaps away and lowering them (a



Here the stall strips, brake lines, opened-up air intakes on the fuselage top and incorrect pattern main wheel doors are pretty obvious, as is the dust and paint dimpling — this sort of close-up is unforgiving!



I had cause to scream out loud when this happened to the canopy! See the text for details

realistic option, Hawks are often parked with lowered flaps) as described and provided for in the kit would improve appearance.

Assembled as kitted the wing fits extremely well, albeit with a hint of anhedral. Note that the flap actuators are misnumbered, those for lowered flaps having the numbers for the raised and vice-versa. The intakes are formed in two parts and no effort is made to reproduce the intake ducting, but in truth there's little to see. A fair bit of filler was needed to blend these into the fuselage.

As this model was going to end up in a case to be presented to a non-modeller (who would like as not turn it upside down to see if there was a maker's name stamped on the bottom) I did not spend time separating the two parts of the main leg door. Although this adds a lot to the finished appearance of the model it is very fragile. I settled for scribing around the outline of the upper door where it overlaps the main door to give the illusion of a separate part. The same applied to deepening the wheel wells; they're obviously too shallow, but as the model would be permanently mounted the error would not be visible and the work wasted.

One thing I did add was the brake line that runs down the front of each main leg. Coloured black against the very pale leg, it stands out like the proverbial bug on a blanket. The profile of the tyres is extremely 'dodgy' and the kit has the wrong type of cover for the mainwheel wells of a FRADU Hawk, but a replacement set offered by CMK provides the correct pattern for both items. As the main doors are black on both sides the problem is not too obvious.

Construction of the tailplane is greatly simplified, as the facing plates attached to the tailplane proper are moulded as part of the fuselage sides. It doesn't look too bad but like the undercarriage doors can be improved at the expense of the model's durability. The shape of the plates could be copied off onto 10-thou card and these fixed to the tailplane half-roots, then the relief-moulded plate removed from the fuselage side. This would also allow you to position the tailplane at other than 0° incidence if the slot was carefully trimmed.

As kitted the model lacks the pairs of highly visible stall strips that are attached to the leading-edge of each wing. I noticed this omission at a very late stage and added them from 5mm long strips of 10-thou square plastic card strip, fixed in place with Klear floor polish.

As mentioned previously, the canopy features the MDC as an engraved line. I found it very simple to run well-thinned greyish-brown artists' acrylic paint into this line using a fine brush. Any overspill was

easily wiped off the plastic after it had dried and the interior was then sealed with a coat of Johnson's Klear after the blast screen had been glued in place. For reasons that will become apparent I wish I had coated the outside as well, but more on that later!

Note that the kit's blast screen fouls the resin rear instrument panel coaming. The real thing has a very obvious cut-out in the base of the screen, and making a similar one in the model's will allow the canopy to sit properly. The real aircraft also has a couple of clearly visible struts that angle down from the rear of the screen to the canopy frame; I modelled these from 20-thou plastic rod.

Trial-fitting the canopy showed up a couple of areas of poor fit. The base of the windscreens had to be carefully trimmed, leaving a major joint line that



For the purposes for which the model was built, a smoked canopy was deemed to be acceptable. I had to hand paint the canopy sealant lines, which doesn't look anywhere as neat as the original masked job

took a couple of sessions with filler and sanding block to remove. However I tried to fit it the main canopy seemed to be too long, with poorly matching front and rear edges. I had to resort to the sanding block to remove a few thou from both front and rear edges while adjusting their angles to get a better fit.

At this time the control columns, seats, rear instrument panel and coaming had to be finished and fitted before they were sealed for good. I'd normally leave them out until final assembly to make it easier

to mask off the cockpit opening before final painting. Both the cockpit canopy parts were fixed in place with liquid cement and masked off with tape.

Now for the extended fuselage. A rectangle of 60-thou plasticard added to the model's rump after the fuselage halves were joined did the trick. Most of the effort was then needed to fair-in the plasticard without any trace of the join. I was also concerned about getting the tail light in the correct position, for at least one of the real aircraft has its light mounted to one side. XX167 has its light on the centreline and this was modelled by cutting the domed top off the unused transparent part number 139 and fitting it into a hole drilled in the plastic. This is best done after final painting (and note that the light isn't clear, it's actually a translucent yellow) but this doesn't apply to the wingtip navigation lights nor the nose-mounted landing light. Take it from someone who got it wrong — it is far better to add these parts when they can be glued to the raw plastic and then cleaned up.

The kit's nose light has too pointed a profile and needs to be rounded off and then polished up with a nail buffering stick and restored to full clarity with a coat of Klear — my preferred method for plastic polishing. The nav lights' profile is excellent but they need a little fettling to fit properly, and the joint between frame and wing will need cleaning up. Once added the wingtip lights can be tinted with Tamiya clear acrylics (on the Hawk the whole nav light cover is tinted, it's not a clear cover over a coloured bulb) while the rear of the nose light can be painted silver through the nosewheel well.

Final painting

Now for the crunch. The FRADU aircraft have a gloss black finish that you can see your face in, and I'm not too hot on gloss finishes. Matt finishes hide a multitude of sins while gloss just exaggerates them, but a matt black Hawk just wouldn't look right.

I masked off the canopy with Tamiya tape and jammed a length of plastic tube into the tailpipe hole to provide a handle while the model was painted. First was a coat of Halfords grey acrylic primer which showed up a couple of areas that needed more work. Once these had been dealt with another coat of grey primer was applied. Only now did I add the fuselage extension and stall strips, which demanded a third coat of grey primer. Next I sprayed the interior of the wheel wells and doors with light grey mixed from Tamiya acrylics, the legs and wheel hubs being done at the same time. The wells were then masked off.

To get a good base for the final black finish I polished the surface of the model with 8000- and



then 12000-grade wet-and-dry polishing cloth. This gave a nice sheen rather than a high gloss, which was then carefully rinsed off under running water to remove any trace of abrasive or sanding dust. Once dry the model was wiped down with a tack rag to remove any last minute dust. (For those not familiar with this useful tool, a tack rag is a soft open-weave cloth with a slightly tacky permanent adhesive — like a Post-It note — used by decorators to gently wipe down surfaces before they're painted. Modellers can do the same provided they watch out for snagging aerials and the like. They are available from large and small DIY stores but only spasmodically, so if you see them buy half-a-dozen. They're very cheap and once opened will last for ages if stored in a Ziploc bag or airtight container.)

The final finish also came from a Halfords can, a multipurpose gloss black. It dries in a matter of minutes so dust doesn't adhere to it and can be safely handled after just a couple of hours. I sprayed the jet pipe and the nose-mounted pitot head at the same time as an undercoat for their final Alclad II finish.

All the decals save the final number '7' of the code came from the Model Alliance sheets. The main part of the serial came from the Institute of Aviation Medicine aircraft XX162, with the '2' replaced by a '7' from another sheet.

With all the decals applied and dry I wiped the model over with a damp tissue to remove excess solution and left it to dry before another pass with the decorator's cloth, followed by a coat of Halfords clear lacquer, then removed all the masking. The nose pitot was sprayed with Alclad II chrome, the jet pipe with pale burnt metal, the rams on the undercarriage with Humbrol silver and the tyres with tank grey. The exhaust shield just aft of the starboard wing is a bright natural metal colour. Final assembly then beckoned.

I found that the upper wing roundels had broken up where they had been pressed down over the outermost vortex generators. I didn't like the look of this so I took a couple more roundels from the decal

sheet, cut small holes to take the v/gs and applied them over the existing ones. They settled down very nicely but didn't quite match the gloss of the overall model, so it was out with the clear lacquer once again, having first wrapped the tyres in a twist of damp tissue as I didn't want them to come out glossy. I then fitted the painting handle back into the jet pipe hole, gave it all a quick squirt of clear lacquer, and...

Catastrophe!

Remember that I had taken off all the masking? I didn't. Remember that I was using clear lacquer, not clear varnish? I didn't. Remember that I hadn't coated the outside of the canopy with Klear? I didn't.

The air turned blue. Lacquer and plastic just don't mix. The canopy didn't just 'fog', it seemed to crystallise. I tried to polish off the opaque surface, but although I managed to smooth it (using lacquer on bare plastic is evidently a pretty good way for a car modeller to create the effect of a vinyl roof) it was obvious that the transparency had tiny cracks running a good depth into the thickness. As a scale model it was ruined, but before I threw it against the wall in frustration I remembered that this project was for a non-modeller. I called the 'client', who indicated that he had not been too concerned about an interior for the model in the first place, and suggested painting the canopy silver. I thought that might be a bit too toy-like, so we compromised on a smoked-glass effect. So, out with the Tamiya smoke, a few minutes masking, and that's how the problem was solved.

And that's the story behind the world's only 'Pimp-mobile Hawk'. All the work on the interior had been wasted, but at least the model has gone to someone who likes it anyway.

Summary

In its execution and presentation the Airfix kit is a couple of decades out of date, with thick sprues, thick sprue gates, thick parts with thick edges and thick transparencies. It does seem to be aimed at a

perceived 'pocket-money modeller market' that doesn't exist any more. I'm not doom-mongering. I know there are lots of young modellers out there, but I'm trying to be realistic. Model kits for youngsters have to compete with Games Workshop, computer games and the like that present a lot more finesse in both execution and presentation than this kit. If, for the sake of a few percentage points trimmed off profit margins, Airfix could have refined those thicknesses, they would surely have reaped the benefit.

Nevertheless, I liked this kit. I'm certainly going to build a couple more, and I'd recommend it to everyone, especially those who know how to use a little dab of filler here and there.

Now, I know I had a couple of Matra pods around here somewhere...

Davis Batt



The Black Seahawks

In addition to their operational role, the FRAUDU Hawks are also part of the Black Seahawks display team, which comprises four pilots, including two former members of the Red Arrows. For the Black Seahawks' displays, they are joined by Dassault Falcons 20s from FR Aviation, just as they are during routine combined operations that Serco and FR undertake for the Royal Navy. At the start of display the Falcons and the Hawks arrive in formation, then split into two groups to manoeuvre and cross in front of the crowd. Then the Falcons clear, leaving the Black Seahawks to demonstrate a variety of formations, including 'Box', 'Swan' and 'Finger Four'. As a finale, the Hawks fly towards the crowd, carry out a break and following individual high-speed runs, pull into the vertical to position downwind to land. While the Hawks are flying downwind, the Falcons carry out a flypast.

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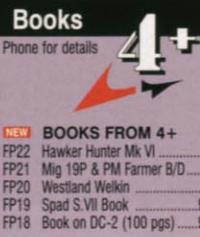
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New Tricks from an Old Hog

Mike Aldridge reworks Tamiya's elderly 1/48 scale A-10 Thunderbolt II

With a thick, highly cambered plank-like wing, twin turbofan engines mounted atop the aft fuselage, and twin fins reminiscent of a WWII bomber, the Fairchild Republic A-10 (aka Warthog) seems almost an anachronism in an age of supersonic combat aircraft. Graceful and shapely it is not, but it does seem to have an almost perverse kind of attractiveness about it, and it is easy to see how it got its nickname. In addition to the somewhat archaic shape, the other most noticeable aspect is that gun — about the size (and same weight) as a small car, it protrudes from the nose with an aggressive, pugnacious air. The A-10's lumps and protrusions seem to multiply as time goes on, with various upgrades and modifications being made to the avionics and airframe systems. Combined with the raised rivets that festoon the airframe, it exudes an ungainly but purposeful, albeit slightly menacing, air.

The kit

Tamiya first released their rendition of the A-10 way back in 1977, and at the time it was well received. At that stage the only other kit available in that scale was the ESCI one; it would be some years before the much better Monogram kit put in an appearance. In spite of the mould being updated over the years, Tamiya's offering still has several shortcomings.

Moulded in a slightly brittle, light grey plastic, the kit features a mix of recessed and raised panel lines and access panels. This kit actually represents one of the early development prototypes, complete with the early-style ejection seat and no underwing chaff/flare dispensers on the rear of the landing gear wells and wingtips. The fairings over the gun gas discharge vents are also absent, although I believe these were added on later releases. There are also some small issues with the general shape and

outline, the fins apparently being a shade on the small side. Having said that, without taking to it with a micrometer it certainly looks like an A-10.

A seemingly impressive array of weapons is supplied in the form of AGM-65 Mavericks, LGBs (Laser Guided Bombs), and externally mounted chaff/flare pods, but these are best consigned to the spares box as they do not really accurately represent any of the weaponry carried, aside from not being very representative of a typical load.

Onto the build...

The original intention had been to bring the kit up to the then current LASTE (Low Altitude Survival and Targeting Enhancements) standards, until I found out that doing so would be more work than I was prepared to put in (this is the downside of doing research!). So, I was really kind of stuck with doing it either as a pre- or early production aircraft.

Starting with the cockpit, this is very simplistic, as is the ejection seat and instrument panel, which does not really look anything like the real item. The panel is far too shallow, and the instruments are represented by a decal. A cockpit tub and ACES II ejection seat from a Monogram kit was scrounged from a friend to replace Tamiya's, as this had a far greater amount of detail.

It was at this stage the serious work started, and the saws and knives came out to remove the decking immediately aft of the cockpit so that the Monogram part would fit. This took some fettling to get it to sit properly in the fuselage, and some further fiddling with sprue offcuts to provide some support for it. Once all this was in, it was painted in a medium grey and the details picked out with a brush.

In the Monogram kit the lower half of the seat is integral with the main tub, which can make painting a little tricky in places, but nothing that can't be overcome with a fine brush. Time taken here will pay dividends. Although the Monogram seat is reasonable, it can still benefit from some added extras. Some plastic tube was added at the back of the seat for the rocket motor, and some narrow strips of plastic to dress it up even further. The seatbelts were created from lead foil.

Unable to get hold of the Eduard photo-etched set, nor having the Monogram instrument panel, this left me no choice but to scratchbuild. So, with scalpels and drills, some good lighting and a lot of reference photos, off I went. Using the kit's panel as a basis, I first used it as a template to get the shape of the upper panel. The real item extends much further down than Tamiya would have you believe; to get a convincing looking panel take the lower edge of the main panel about 2.5mm below the kit part. To portray the instruments a second piece of plastic sheet was cut out to the same size; this one would have the myriad of holes for the instruments drilled into it. This was a painstaking process, and in some respects rather difficult as it is very easy to



Tamiya kit is very old now, but with work can still be turned into a fine replica

1/48th Scale

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Overall view of the finished model. Note staining on the upper wing surfaces, applied with pastel chalks

be slightly off with one hole and throw the rest out of alignment. A pin-vice and micro drills are essential for this type of work.

Once satisfied that my new scratchbuilt effort looked to my biased eye sufficiently like the real article, it was painted and a needle used to scribe through the black of the instrument faces to represent the dials. This is a very easy technique, and it certainly adds to the overall effect. The aim here is to suggest rather than actually replicate the dials, as in this scale they would not be visible. The panel was glued to the upper instrument panel coaming and allowed to dry before sanding the coaming to a more rounded shape and adding some scraps of plastic strip to the top for the switches they have there. Although I generally enjoy this aspect of modelling, were I to do it a second time I'd definitely invest in a photo-etched set.

With the cockpit assembly all in place the fuselage halves were now joined, and here the fit was rather good, with just light sanding required to remove the seam. At this stage it's prudent to consider how to stop this beast from becoming a tail-sitter, which is what it will be without some form of ballast in the nose. Unlike Tamiya's later kits such as the Meteor and He 219 which actually provide the noseweight, it is left to the builder to figure out how best to approach this, although Tamiya do provide a clear plastic strut to use as a tail prop. The hole this fits into is actually the intake for the APU (auxiliary power unit), which I opened up. Since the tail prop was not an option I elected to cram in some air rifle pellets, held in place by liberally sluicing in white glue and leaving it to set for a couple of days. I chose white glue as it would not attack the plastic, and I find resins to be

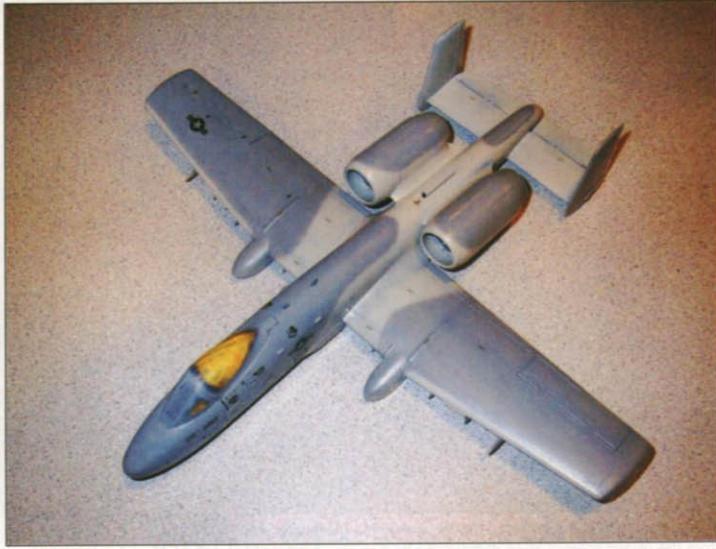
somewhat messy (no fault on the part of the resin, I can be somewhat ham-fisted by nature!). When inserting the weights, care must be taken to allow for the nose gear bay which can be added later (more of this anon).

Engines

With the fuselage now dealt with, the next item on the agenda was the engines. I usually try and pre-plan the steps I take with the assembly sequence, even if it means deviating from the instructions. Often it can make for a much easier build as it can leave areas still accessible for sanding etc. Of course, care has to be taken with this approach — I have sometimes found myself trying to undo things I've done because I've forgotten to allow for something important! The goal here was to eliminate visible seams while at the same time



The assembled airframe, with all the seams dealt with and the pre-shading applied. In hindsight a darker grey would have been better



Decaling underway. This was taken after the gaff involving upside-down decals... Final weathering consisting of washes and pastel chalks has yet to be applied, as has the matt coat

being able to install the engines after assembling the nacelles without resorting to surgery.

The first step was to assemble the engines themselves and carefully clean up the seams visible on the interior of the exhausts, along with the exterior seams. The fit of the engine halves was certainly not up to the Tamiya's current renowned standards, and patience was required here. Those exhaust ducts aren't that big, and you don't want to destroy their circular shape. Once cleaned up to my satisfaction, the engine nacelles took their place on the workbench.

These consist of one upper half and separate lower halves, and once again I was faced with interior as well as exterior seams that needed attention. These were somewhat more troublesome, as not only would the seams be very visible, but also the fit was not good at all. It took a couple of applications of Milliput smoothed with a wet finger, and considerable sanding to get them looking presentable. With all the sanding work completed, it was off to the garage for a spray painting session.

The engines were painted using Testors buffing Metallizers, and the nacelle interiors in Humbrol gloss white. In the sanding process a lot of the raised detail on the nacelles had been lost, which meant rescribing. This is never one of my favourite tasks, with the lines coming out a bit erratic in places. With the main body of the nacelles dealt with it was now time to move onto the fronts of the engines. The forward fan blades of the engines are moulded separately from the nacelle fronts, and benefit from having a scribe run between them to give an impression of separate blades before being sprayed with more Metallizer.

Wings

One of the often missed details of the Tamiya kit is

the tracks on which the flaps run out. The prototype and early pre-production aircraft had tracks that extended past the trailing-edges, but these stopped flush on production aircraft, so they must be trimmed back, which is very simply and quickly done.

The fit of the wing halves must be the worst aspect of the kit. Generous portions of Milliput were required on the underside of the flaps, along with equal amounts of elbow grease to sand them smooth. This took several evenings' work as the filler had to be built up in layers, sanded, and checked for smoothness and pits. In the end it was deemed acceptable to my eye, and it was on to the next task. At this stage I decided to mount the wing pylons. Care must be taken here, as some of them are handed. The substantial lugs that hold the ordnance were removed and notches filed in their place to take the sway braces, which had to be made from scrap.

The pods that house the main undercarriage of the A-10 are one of its many distinguishing features, and these also needed some work in the form of a small blanking plate at their aft ends. The full-size main gear wells are fairly devoid of hydraulic pipes and the likes, which is good news for modellers! Now that these areas had been taken care of and the landing gear sponsons sanded smooth, it was time to attach the wings. Although the fit on the top surfaces is not too bad, the undersides needed more Milliput to clean up the joins. This accomplished, it now started to look like an A-10 that meant business!

The underside of the fuselage has a separate piece that includes the nose gear opening and gun housing, as well as having several very nicely moulded vents. However, one very important feature is completely overlooked — there is no nosegear bay! All one gets is a shelf moulded into

the fuselage underside to take the top of the nose gear leg, a sidewall with some rudimentary detail, and a gaping hole exposing the underside of the cockpit tub.

Although the nosegear leg should extend further up into the bay, this was going to require drastic surgery, and by this time I just wanted to get it finished. A roof was fabricated from plastic sheet, along with some thin strips and rod added to simulate the internal structure. Once painted it didn't look too bad, and a big improvement over the gaping hole provided.

I don't know if Tamiya have revised this on subsequent releases. With all of the main airframe components together, it was out to the garage for a date with airbrush and primer.

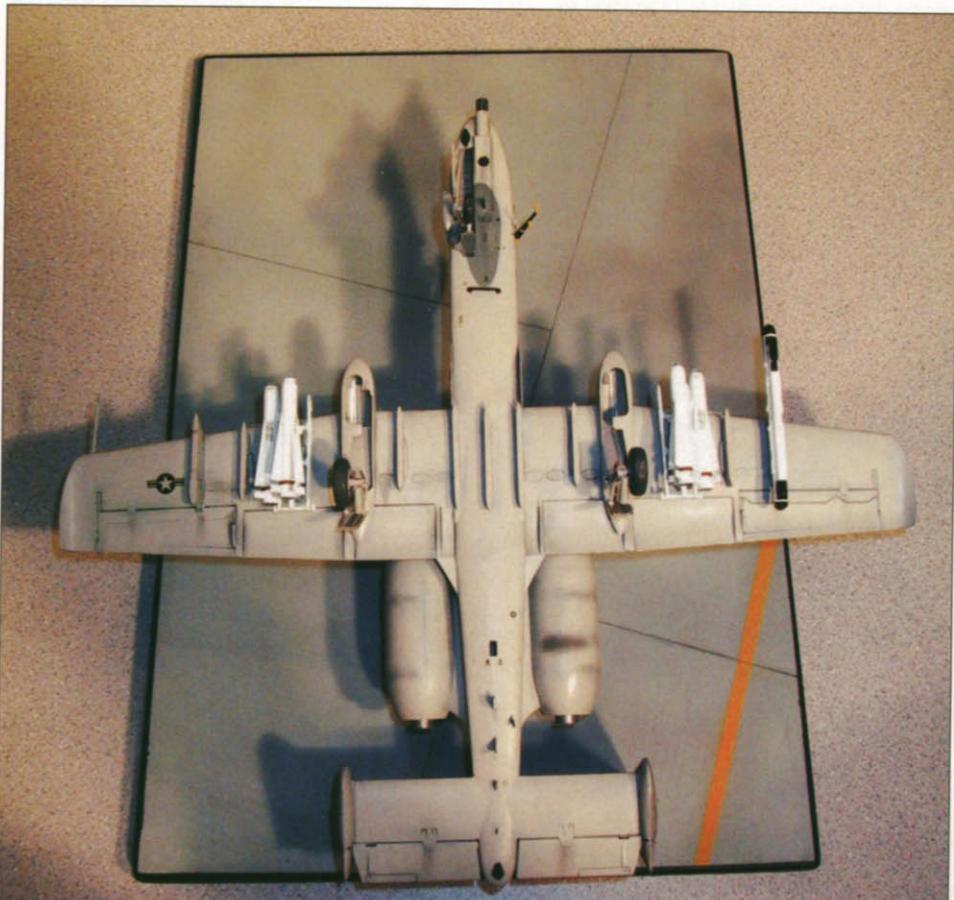
Painting and markings

Choosing which colour scheme to paint it in was something of a dilemma. The A-10 has worn a great variety of schemes over the years, many of them for trials purposes, and even the standard colour schemes have changed with time — I know of at least five different 'official' variations of the Euro-1 scheme. I was rather taken by the two-tone Compass Gray scheme currently worn, but that was out of the question with the kit being representative of an early airframe. The Euro-1 or 'Lizard' scheme was also appealing, but it seems that every man and his hog had one painted in that scheme. The trial paint schemes left me cold, so I was in limbo until someone kindly e-mailed me photographs of early A-10s in one of the initial two-tone grey schemes, which had darker greys than the current colours. A bit of digging around on the Internet turned up the FS numbers, which were FS 36270 (US Medium Gray) for which I used Humbrol Hu164, and FS 36559. A bit more investigation gave the Humbrol paint mix for this latter colour as being two parts Hu162, one part Hu28 and one part Hu34. As I really don't like mixing colours (I always end mixing too much or not enough), in looking at the photographs I decided that Hu40 (pale gloss grey) was a close enough match.

Unlike most aircraft of that era, the A-10's undercarriage legs and wells were painted in a light grey (FS 16473). The wells were the first to be sprayed (I forgot which grey I used for this) and, once dry, were sealed with tissue paper to prevent ingress of overspray from the next colours to be applied.

Before applying the main colours I decided to have a go at 'pre-shading'. For those that don't know, this involves spraying a dark colour (in this case a dark grey) onto panel lines, access hatches and control surfaces. At this stage the model looks a fright, and to the uninitiated it can look like a paint job that has gone badly pear-shaped. The main colours are then sprayed over the top, taking care to leave a slightly darker effect where there are panel lines. The idea is to give the impression of depth and shadow, as well as the grime that accumulates around servicing areas. Just look at any well used aircraft and you'll notice that the panel lines and hatches are often subtly darker. This is an easy effect to overdo however, and I definitely lean towards the 'less is more' camp.

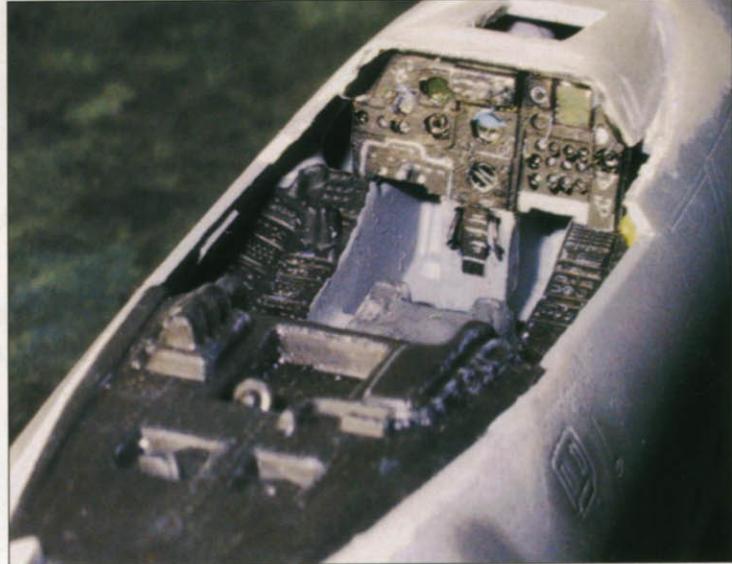
The FS 36559 (well, it was a close match) was the first to be sprayed, taking care not to completely cover the pre-shading. This was followed by FS 36270, which was sprayed on freehand using my trusty Badger 200. Once the paint had dried and had a chance to cure for a couple of days, a mask was cut out of thin card for the false canopy underneath. This was held in place with Blu-Tack slightly above the surface, and then some Gunship



The underside of the completed model — AGM65 Mavericks were not fitted to the inboard launch rails, as when launched the blast from the rocket motor would damage the landing gear fairings. ALQ-119 ECM pod is mounted on the port outboard station. Note also the false canopy to confuse gunners. The staining on the underside of the left engine nacelle is caused by exhaust from the auxiliary power unit (APU).



The underside 'false canopy' was applied with the nosewheel door in the closed position



View of the completed instrument panel and additional switch boxes in place

Gray was sprayed on. This gives a nice tight spray demarcation, as well as making it easier to get the symmetrical shape right. You'll notice in the accompanying photographs that there is a 'wobbly bit' on the false canopy — the result of not quite getting the pattern or masking right, but it was easily rectified later with some judicious masking.

With the airframe now all painted in two-tone grey it looked somewhat reminiscent of a Dolphin with a bad attitude!

Decals and final touches

The photographs I'd been sent included one of an aircraft based at Myrtle Beach AFB, Florida which showed the greatest amount of detail. Unable to source any decals for the aircraft in the

photograph, I elected to use the kit's decals and change them as necessary. In spite of their age the decals were still in remarkably good condition. The lo-viz stars and bars were the first to go on, followed by the stencils and badges.

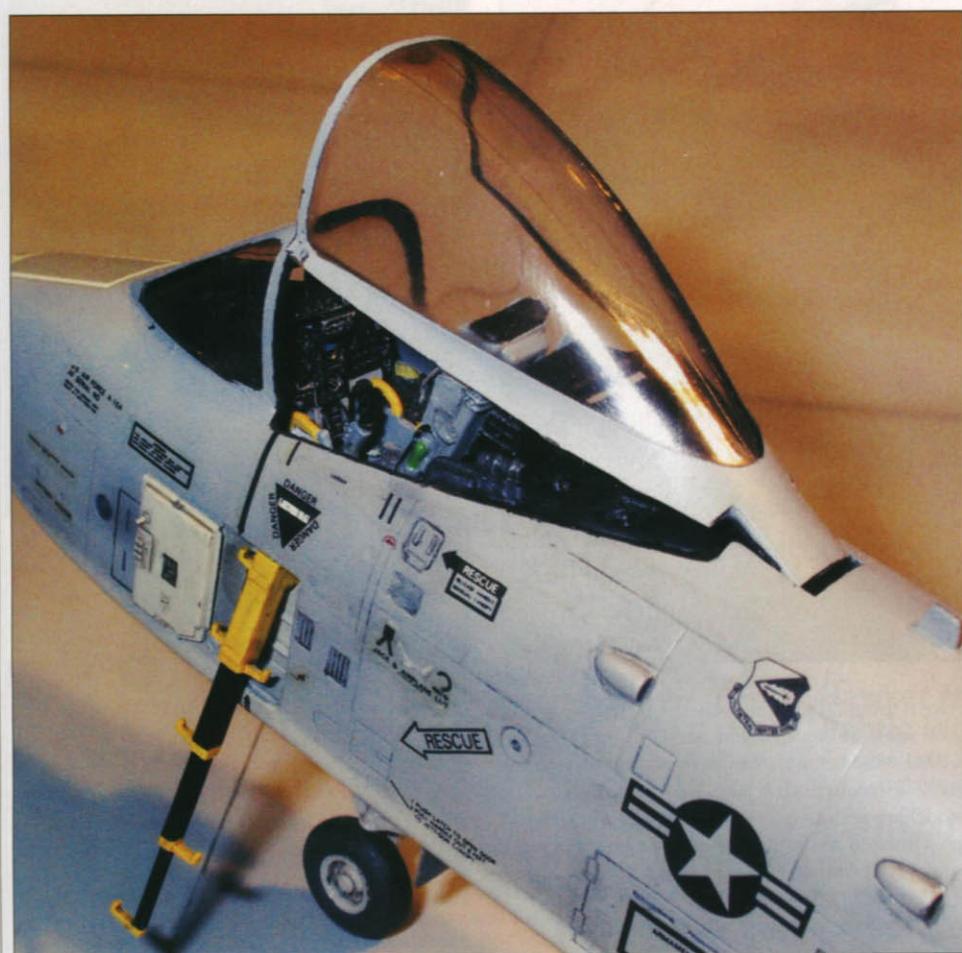
I set it aside to dry for the night, but when I came back to it I found I'd made a monumental stuff-up — I'd managed to put the stars on the wings upside down! This is what happens when you try to watch television and model at the same time. So, after some self-recrimination it was out with the sandpaper to remove them, as they were not going to come off easily. This of course meant respraying the areas affected and sourcing some more decals. The Myrtle Beach 'MB' code on the vertical stabiliser was made from the kit's 'DM'

decals, suitably modified. They were a bit big, but this was a case of having to draw the line somewhere and to stop being so picky! With all the decals on, a thin wash was run into the panel lines using Tamiya smoke colour — this must be one of the most useful paints I have ever bought! A coat of Testors Dullcote was sprayed overall to give a nice even matt finish, and when this had dried a light application of pastel chalks was applied in strategic locations to weather it.

The undercarriage had brake lines added from fuse wire, and they were then sprayed the same grey as the gear wells (check your references here, as some A-10s had their gear and wells repainted in white following upgrades and overhauls). The details were then picked out with a fine brush, and the bolts on the wheel hubs detailed using a toothpick dipped in some gunmetal paint. One feature I always try to incorporate is subtle flattening on the tires where they are in contact with the ground. To my mind, without this an aircraft looks like it's perched on tiptoes and detracts from the overall effect. After all, you can't have several tons of aeroplane resting on three tires and not have at least some flattening. The legs have fairly substantial mounts, which is necessary as it is a heavy model with all that lead stuffed into its snout.

As mentioned earlier, the ordnance supplied with the kit is really only fit for the spares box, but it needs something hung under the wings — A-10s just don't look right 'clean'. I was able to get hold of Hasegawa Weapons Set C — US Missiles and Gun Pods and used the AGM-65 Mavericks from it. These are a vast improvement over the ones supplied, and come complete with clear seeker heads and associated stencil decals. The Mavericks were sprayed white and the stencils applied — small touches like this can really set off a model. Only four Mavericks were fitted. In course of building I had been able to correspond with those who used to work on the full-size aircraft and learned that the missiles were not carried on the inner rails as the blast from the launch would damage the landing gear fairings. On the outer pylon I hung one the USAF's ubiquitous ALQ-119 ECM pods from Hasegawa Weapons Set B to add a further bit visual interest. The Paveway target designator — that small pod mounted on the right side of the nose — also came in for some modification. A lens was fashioned from an old model car headlamp, as the kit part had this moulded solid.

Now that my Warthog was appropriately armed, all that was left to do was to add the last details — all the aerials and antennae that usually get



Much improved cockpit interior with tub and ACES II ejection seat from the Monogram A-10 kit. Note distinctive extending boarding ladder



knocked off if they go on any earlier and disappear into the ever hungry maw of the carpet monster.

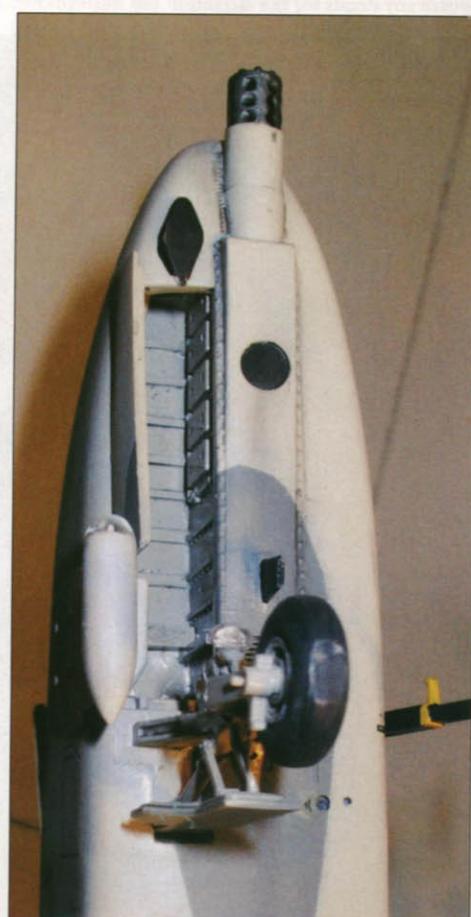
Conclusion

So there you have it — a model of the A-10 in the seldom seen early grey scheme, which I think looks quite attractive and certainly makes a change from the more familiar 'Lizard' paint. In spite of its age and shortcomings the Tamiya kit can be made into a reasonable replica, but it certainly doesn't have the same level of interior and exterior detail of the Monogram offering, and when the current retail

price is around the same it doesn't seem like very good value. However, if you can pick one up second-hand (as mine was) it makes an extremely viable alternative. All it takes is some moderate modelling skills and a small amount of research to get a finished result that will please all but the most ardent rivet counters.

Would I do one again? Most certainly — but I'd definitely recommend a photo-etched or resin detail set and aftermarket weapons.

Mike Aldridge



Underside view of the nose showing offset nosewheel bay — much of which had to be scratchbuilt, General Electric GAU-8/A Avenger 30mm seven-barrel cannon, Pavé Penny laser designator pod and painted-on false canopy to confuse the opposition

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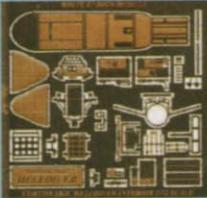


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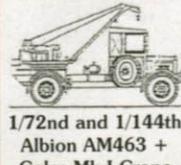


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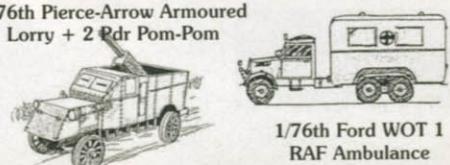
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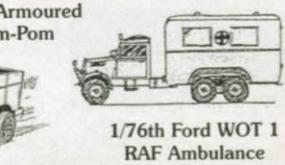
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Among Norman's most recent projects were this Short Stirling IV and Short Mayo Composite. "They were hand-carved mostly from hard Obechi wood using simple tools, a sharp knife, gouge, miniature wood plane, small hand drill and much sandpaper," he explains. Canopies and turrets were moulded from scrap celluloid saved from packaging

Wooden Art

Yes, there were scale models before plastic kits. Norman Lees has been building them since 1938



As a life-long builder of solid scale models (the generic term usually applied to carving model aircraft from wood), I am asked at times why I regularly purchase and avidly read *Scale Aviation Modeller International*, a journal that well serves the interests of builders of plastic models.

My answer is, 'No man is an island'. All members of the modelling fraternity, excepting the blinkered or obsessed, can learn from one another, whatever materials they choose to work. Much of SAMI's monthly content is an invaluable source of information for me and all enthusiasts and disciplines of our hobby.

My interest in all matters aviation, particularly aeromodelling, started when I was a boy in the 1930s, when my family lived in the south of Manchester. During late 1937, my father and I would cycle to watch the construction of what was to be Manchester's Ringway Airport (now Manchester International). My parents took me to the Grand Opening Day on June 25, 1938, when the Air Minister, Sir Kingsley Wood, performed

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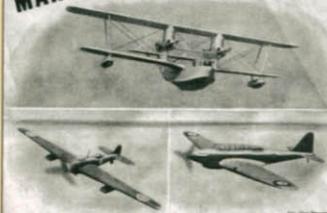
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FROG brand name originally stood for 'Flies Right Off Ground'

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Meteor F.4



came in 1938 via the FROG Model Aircraft Company (FROG stood for Flies Right Off Ground) and their small flying models, but importantly for my future interests, their 'Penguin' series of 1/72 scale kits. These were the first injection-moulded 'plastic' kits (actually cellulose acetate), designed by John Wilmot and unusual in that they were glued together with balsa cement. For their day they were very good, and the list of types on offer was quite ambitious — civil aircraft such as Airspeed Envoy, General Aircraft Monospar and for those with a very deep pocket, the Short Empire flying boat at 12/6d (62p) or made-up, £2-12-6d (£2.62), and a comprehensive list of military aircraft. Thus my introduction to model aircraft building was really was via 'plastic' kits!

I built a number of the cheapest of kits in the Penguin range, including a Blackburn Shark and Gloster Gladiator, but quickly realised that my meagre spends would not run to any further purchases of these. Thus, I started making my own models from wood in what was then becoming the dominant scale of 1/72, having been popularised some years earlier by the pioneering model firm Skybirds. My early efforts were somewhat primitive, as indeed were my painting

skills. However, they steadily started to improve and my schoolmaster, an amateur artist, advised me to buy the best brushes I could afford and lovingly care for them, advice followed to this day. In recent years I have tried air-brushing and soon applied myself this technique, but at the end of the day decided the cobbler should stick to his last, preferring to stay mainly with my tried and tested brushes!

During my years of service in the Royal Air Force I continued to build solid model aircraft, having constructed a compact folding toolbox that accompanied me on my various postings.

As the post-war years advanced, Penguins using the pre-war process gradually disappeared, to be replaced by the new series of FROG kits in what had now become the rapidly growing plastic kit industry. It has to be said, however, that for many years solid scale kits using balsa wood as their base material lingered on and were produced by the well-known Bournemouth-based firm, Veron. These 1/72 kits, marketed under the name Truscale, were designed by Veron's Phil Smith, now in his eighties and still actively aeromodelling. Phil can supply 1/72 scale drawings from his wide and varied collection. Does aeromodelling keep you young at heart, I wonder?

Now in my seventies, my love of aeromodelling is undiminished. To quote the old adage, "Hope springs eternal in the human breast", in so much as one day, before it is too late, I shall build that elusive perfect model — maybe the Bristol Brabazon at some 37in span in 1/72 scale. Or is that tempting providence?

I still do build the occasional plastic kit that friends and family buy me for presents. But may I now have the temerity to enter the lion's den and ask our plastic modelling brethren, why not dip your toe in the water and have a go at building a solid model? You may even surprise yourself and learn something of use to your own chosen discipline, as I have from yours. As a bonus, you could add to your collection that elusive aircraft that has not been offered by the kit manufacturers, and perhaps never will be.

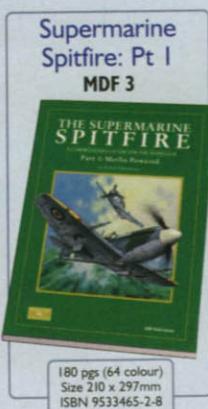
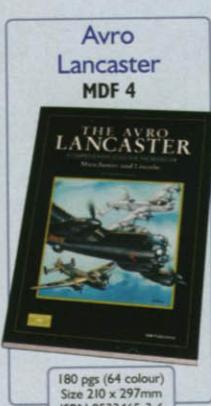
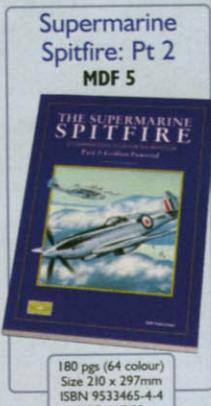
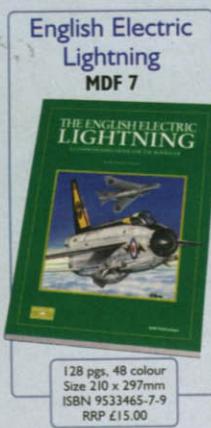
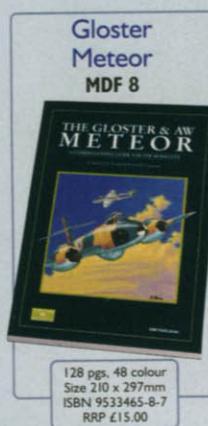
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1938 and 1940 advertisements for the Penguin range show the onset of camouflage as war drew near. Top-of-the range Short Empire flying boat, not shown here, sold (not in large numbers, one imagines) for £2-12s-6d, equivalent to more than £100 today

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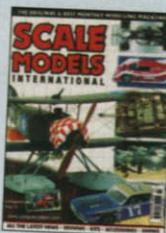
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Mission to Mars

Even in 1/144 scale the Martin Mars looks enormous. Angus MacDonald builds both versions of this huge flying boat from the CMR kits

Produced in conjunction with Mushroom Model Publications, the two Mars kits come in boxes — a departure for CMR — and feature a US Navy JRM-1 and a JRM-3 firebomber.

The kits themselves are a mixture of good and bad, with most of the negative aspects resulting from the casting process. The Czech Republic, along with mainland Europe, suffered a long hot summer during 2004 that caused immense problems with mixing and casting resin. That said, overall the parts are smooth, virtually free of pinholes, and have engraved panel lines that are as fine as those on CMR's Shackletons, and not obtrusive.

What catches your breath as you unwrap and fondle the kit is the sheer size of the thing. Those long graceful wings are each a single, substantial piece of solid resin, beautifully engineered and moulded. Unfortunately, on my samples the trailing-edges had taken a beating, looking as if mice had nibbled at them.

The engine cowls all exhibited pinholes and flaws, particularly around the cowl flaps. These are very thin, and so suffered from short casting, and breakages during transportation. It was also a tale of two tailplanes, with much woe for one set. Those of the JRM-1 had severe moulding flaws, long gouges and splattered resin, with one half looking as if it had been attacked by a Velociraptor. In contrast, one tailplane of the JRM-3 had flakes of resin, while the other was flawless.

Fuselage halves are hollow, and to my mind an extraordinary piece of engineering. Bearing in mind the cottage industry nature of CMR, you can only marvel at how they have captured the compound

curves of the Mars, along with such relatively thin walls. The beaching dollies provided are ambitious, complex mouldings and as such suffered much when cast in resin, which had leaked to form blobs between the wheels and oleos. I really am not convinced of the long-term ability of the dollies to carry the weight of these models, and suspect with time they will sag.

In another departure which may please many but cause consternation to some, CMR now casts transparencies in epoxy resin. This was the first kit on which they had tried this technique, and I'm afraid the report card says 'must try harder'. The cockpit transparency of the JRM-1 was murky, with a couple of bubbles, but the JRM-3's was clearer. I would hazard a guess that the mould needed more polishing, as some of the murkiness seemed to be

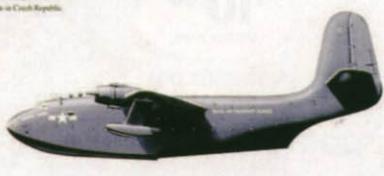
caused by surface scratches.

The instructions are CMR's usual single exploded-view diagram, while painting and decal placement drawings are up to their usual high standard. The JRM-3 instructions contain several sheets of photographs of the two surviving aircraft (see Sidebar); the JRM-1 has none.

Construction

There isn't very much to it, as there are a relatively small number of parts. You start with the cockpit, a plinth into which have been moulded two delicate control yokes. Glue two simple seats to the plinth and that's it. I added some seat belts, and also carved the seats of the JRM-3 to look a little more like the real life ones shown in the photos. The cockpit of the JRM-1 was painted various greys and black,


Made in Czech Republic


Czech Mini Master 1/144 Scale
No. 04 MARTIN JRM-1 MARS

Martin JRM-1 MARS

Scale: 1/144	Status: New Tooling
Kit No: CMRMM04	Type: Resin
Price: £49.30	Manufacturer: CMR
Panel Lines: Engraved	UK Importer: Hannants


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Czech Mini Master 1/144 Scale
No. 05 MARTIN JRM-3 MARS
"Flying Tanker"

Martin JRM-3 MARS 'Flying Tanker'

Scale: 1/144	Status: New Tooling
Kit No: CMRMM05	Type: Resin
Price: £49.30	Manufacturer: CMR
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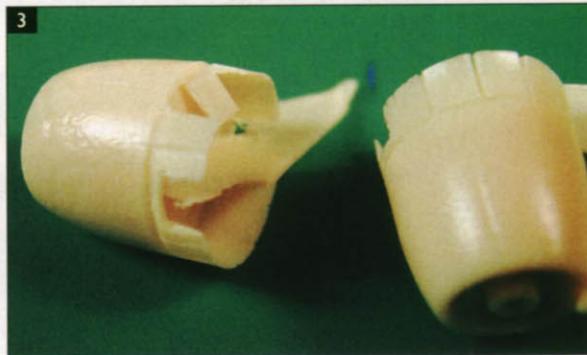
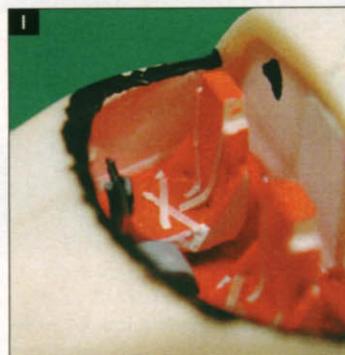


while the JRM-3 was painted white, with red floor and seats and grey instrument panel. You can see a reasonable amount of the cockpit (especially in the JRM-3, due to the white scheme, Photo 1), so scratchbuilders can have a field day.

You need to prepare the fuselage halves before gluing them together. I drilled out all the windows and later filled them with Kristal Klear. Small casting lugs need to be cut off, while some trimming and dry-fitting is required to get the fuselage halves to mate correctly. The JRM-1 required very little, but the JRM-3 needed extensive trimming.

My method for gluing resin fuselage parts together is to work my way around the kit, aligning and then gluing small sections with superglue. I find this far less fraught than smearing epoxy on all the mating surfaces and trying to get the halves to fit in one shot. My amazement at the ability of the pattern maker continued to grow as I worked my way round the model. The Mars has quite a complex shape, and yet the fit, detail and accurately captured compound curves of the model were quite extraordinary.

I was deeply suspicious of the ability of the thin fuselage walls to take the weight of the wings. Visions of the walls sagging outward over time with the effects of heat caused me to add some internal supports made out of old credit cards (Photo 2). Attention was then turned to repairing the trailing-edges of the wings. Thick superglue was smeared into the faults and sanded smooth. A bonus of this exercise was a more scale-like thickness to the trailing-edges. The wings were offered up to the fuselage of the JRM-1, and the fit at the wing root found to be practically perfect. Being paranoid about the strength of the wing joint I glued an extra piece of credit card to the underside before all was



fixed in place with masses of superglue. I should have taken more care with the wings of the JRM-3. Had I trimmed the huge centre lugs I would not have had gaps on the underside of the wing root, thus requiring a merry time to filling and sanding smooth. Both models exhibited largish gaps where the wings join the top of the fuselage, but it was no big deal to fill and smooth these.

Now, darkness and woe as I turned my attention to the tailplanes and fin/rudder. As I hacked the parts from their casting lugs I realised that their mating surfaces were not square. There was a step of between 1-1.5 mm. Offering-up the parts to their respective stubs on the fuselage, revealed that all the parts had too great a chord, by some 2-3 mm. To complicate matters further, the tailplanes have a dihedral of 7° degrees. CMR thoughtfully provide an illustration of this dihedral in the construction diagram from which I made a cardboard template. Then it was a matter of dry-fitting, trimming, swearing, more dry-fitting, trimming and swearing before gluing the parts into place, followed by more

of the same.

The joints of the wings, tailplanes and fin/rudder are surprisingly strong, due in part to the large mating surfaces. I had toyed with strengthening the joints with thick wire, but balked at the thought of all that precision drilling, and was glad I didn't bother.

Now to the fiddly bits. The cowl flaps were repaired with wafer-thin plastic and superglue (Photo 3). Yet more superglue was used to repair pinholes and other minor flaws on the cowls. CMR have not quite yet got the hang of propellers, and neither have I. While the blades are pretty good, the hubs showed various degrees of flawing, and the bosses do not look long enough. Still, they cleaned up quite nicely, and were sufficiently robust that I only broke-off one blade.

The rearmost beaching dolly needed minimal trimming. Unfortunately the main underbelly beaching dollies required major hacking and trimming of casting defects. Had I been in the mood I should have removed the wheels, cleaned up the





parts, replaced the axles with wire then stuck the wheels back on. But I was lazy and trimmed them as best I could, giving up altogether with one and trusting that no-one would notice. I also dropped one of the belly dollies, which caused the wheel to break off, so thin and delicate was the axle. Thus I am even more suspicious of the ability of the dollies to carry the weight of the model over time.

Trimming the cockpit transparency to fit was a breeze. It took less than 10 minutes to trim and glue both transparencies — compare this with the 30-60 minutes to trim and fit one had they been vacformed.

Optional parts for the JRM-1 include one large or two small radomes. I went for the single one, which may have been a mistake as I cannot find a photograph showing a JRM-1 thus equipped.

Readers familiar with CMR kits will not be surprised to know that some scratchbuilding may be required. This is true for the JRM-3, where you have the option of making a water-release mechanism for the firebomber role. I didn't bother, partly as I had always intended to pose the model in a water diorama. I did, however, scratchbuild a number of chutes, air scoops and aerials for both aircraft. Check your references where possible (they are a bit sparse for the JRM-1), as all aircraft sported a variety of aerials.

Painting

Finally, after a seemingly endless cycle of filling and sanding, I was in a position to start painting. Both were given a shot of Halfords grey primer. Much to my surprise there were relatively few flaws to make good. The JRM-1 got a further coat of grey primer, whilst the JRM-3 got a couple of coats of white primer. Alas, I didn't sand smooth the pebbly finish left by the white plastic primer and this was to cause

me immense grief later on when subsequent coats of paint were able to creep under the masking tape.

Painting the JRM-1 was a breeze — overall Glossy Sea Blue. I didn't have this colour and decided that Citadel's midnight blue came pretty close. However getting consistent coverage with a dark colour can be surprisingly difficult. A number of coats were required, and even then it wasn't perfect.

Masking and painting the JRM-3 was a nightmare (Photo 4). The beguilingly simple red and white scheme is hideously complex. I am convinced there is a sadistic designer who hates plastic modellers, and so travels the world designing impossibly tricky paint schemes. It took me an entire day to mask off the thin white and red lines with 1 mm wide strips of masking tape. Even so I still didn't get it correct, as the red cheatline thins down at the nose. Citadel's blood red seemed a perfect match for the red. Further masking ensued for the black areas. I found the model quite an amusing sight all wrapped up in plastic bags, masking tape and aluminium foil. Citadel's chaos black sufficed for the black areas.



Then came trickier masking before their boltgun metal was used for the areas around the nacelles.

That sadistic designer also had a go at the propellers. The JRM-3's propellers sport light grey fronts (I used shadow grey) with red tips, black backs (no red tips) but with light grey near the hubs, red hubs and white bosses! Cripes, aren't props normally black with yellow tips? I used strips of white decal for the cockpit framing, but to my horror the red paint had bled underneath between the pebbly finish of the Halfords primer. I just couldn't bring myself to redo all that masking and painting, so I just repaired the damage as best as possible. One day, when I'm retired, I may strip and redo the paint job.

Both aircraft have glossy finishes, though one suspects the glossiness, especially on the JRM-1 (Photo 5), would soon have been eroded by sun and sea. Due to the need to sand away runs, drips and pooling caused by my inability to spray the stuff, I reckon I used up half a bottle of Johnsons Future/Klear, with each aircraft receiving about 10 spray coats before I was satisfied with the finish. Weathering was confined to the JRM-3. The exhaust stains are very prominent, whilst close-up photographs reveal quite a grubby fuselage (Photo 6), with much paint chipping.

As I always intended setting the JRM-3 in a water diorama, I had only to paint the beaching dollies for the JRM-1. These were finished in a variety of grey, Glossy Sea Blue, white and black. I was mildly surprised at how well the dollies took the weight of the model and the abuse they were subjected to through the photographing sessions, but the jury is still out over their long-term survival (Photos 7 & 8). Luckily, in waiting for the CMR Shackleton MR.1 to arrive I had the opportunity to build a diorama for the JRM-3. I will spare you the full gore,

Think of very large American aircraft with giant wingspans. Do the Convair B-36, Boeing B-52, Boeing 747 and Lockheed Galaxy come to mind? I suspect that the majority of readers, me included, would never have thought of the Martin Mars, yet its 200-foot wingspan is right up there with the rest.

The Mars had its origins in a US Navy requirement, first mooted in 1935, for a very large flying boat, a 'flying dreadnought'. A development contract was awarded to the Glenn L Martin Company on August 23, 1938 for a prototype XPB2M-1, which made its debut at the manufacturer's plant at Middle River, Maryland in September 1941.

Looking much like a scaled-up Martin Mariner, the XPB2M-1 was powered by four 18-cylinder, 2,000 hp Wright R-3350-18 Duplex Cyclone engines driving 17-foot diameter three-blade wooden propellers. The prototype was unarmed, but provision was made for single 0.30 calibre Browning machine guns to be mounted in nose, tail and mid-upper turrets, and at flexible gun positions in the waist area and beneath the hull. It would also carry bombs, to be dropped through doors in its wing roots.

The maiden flight of the prototype was delayed when the aircraft caught fire during engine tests on December 5, 1941. By the time the XPB2M-1 did fly, in the summer of 1942, it had been re-engined with 2,200hp Duplex Cyclones. Company flight testing continued until November 1943, by which time the US



were further upgraded to 2,400 hp R-3350-8 Duplex Cyclones, and large cargo doors with electric hoists were installed under the wings. Internally, elimination of many bulkheads and compartments provided room for up to 35,000 lb of cargo, or 133 combat-ready troops, or, in medevac role, 84 stretchers with seats for 25 medical attendants or 'walking wounded'.

When the Pacific War came to end the US Navy's order for 20 Mars was reduced to just five (*Hawaii Mars* had already been lost in an accident in Chesapeake Bay in August 1945). These were: *Philippine Mars*, *Marianas Mars*, *Marshall Mars*, a second *Hawaii Mars*, and the sole JRM-2 version, *Caroline Mars*, which was powered by 3,000 hp, 28-cylinder Pratt & Whitney R-4360-4T Wasp Major 'corn cob' engines and entered service in July 1947.

Marshall Mars was lost off Diamond Head, Hawaii in May 1950 when an engine fire prompted an emergency landing. Although the crew escaped serious injury, the fire quickly spread and destroyed the flying boat.

The four surviving Mars were upgraded to JRM-3 standard with 3,000 hp engines and reversing propellers on the inboard pair to make water manoeuvring and docking easier, and continued to give good service on the California-Hawaii route until they were retired in 1956, and three years later sold them for scrap. The 'Big Four' as they were affectionately known by crews and passengers alike, jointly flew 87,000 accident-free hours, and established several class airlift and endurance records.

But that was by no means the end of the story for these giant flying boats.

In the late 1950s the Pacific coast of Canada had suffered a spate of forest fires that had decimated tree stocks and alarmed lumber companies. Conventional water-bombing aircraft — the mostly converted Grumman Avengers and civilian utility aircraft — had been unable to cope. British Columbia-based water-bomber pilot Dan McIvor heard of the US Navy's intention to dispose of the Mars, which he saw as ideal for the job, and for just \$100,000 managed to secure all

four from the scrap dealer who had bought them at the military surplus auction, subsequently buying for a song the Navy's entire inventory of engines, spares and documentation.

In late 1959 *Caroline Mars* began crew training from Flying Tankers Inc's Sproat Lake, British Columbia base, while *Marianas Mars* went to Fairey Aviation for conversion to its new role, which involved stripping the aircraft of all extraneous equipment and installing a 6,000 US gallon wood/fibreglass tank for water/fire retardant, plus scoops and dump doors in



its hull. It began operations in the spring of 1960, but quickly came to grief on June 23 when it struck trees during a fire drop, cartwheeled and broke up, killing all four crew.

Caroline Mars was next to be converted, and proved most effective in its new role until it succumbed to storm damage in the winter of 1962.

That left *Philippine Mars* and *Hawaii Mars*, both of which began operating in the 1963 fire season. They still perform sterling service to this day. *Philippine Mars*, the white-tailed C-FLYK, is equipped with a side-drop system, while red-tailed *Hawaii Mars*, C-FLYL, has a bottom-drop system. Each Mars carries 600 US gallons of neat foam fire retardant, sufficient for 21 drops at standard 0.4% solution, and can uplift 7,200 US gallons of water per 'scoop', which usually takes some 25 seconds 'on the step'. Working in tandem at

150-200 feet above tree level the two flying boats can typically each cover a fire area up to four acres every seven minutes. The record for one aircraft in a single sortie is for 37 consecutive drops totalling one million litres of water/retardant mix on a mission lasting 5.9 hours.

Mike Terram



Navy had shied away from the idea of large seaborne patrol bombers that would make easy targets, so the aircraft, affectionately dubbed *The Old Lady*, was converted to cargo role and redesignated XPB2M-1R.

In this guise *The Old Lady* first served as a crew trainer at NAS Patuxent River, Maryland, before transferring to NAS Alameda, California, from whence she made 78 round trips to Honolulu, Hawaii before retirement in March 1945.

The Old Lady's performance prompted the US Navy to place a series production order for 20 examples of a dedicated transport version of the XPB2M under the designation JRM-1. They would be used to provide cargo and personnel airlift between Alameda and Honolulu.

The first JRM-1, *Hawaii Mars*, was completed in June 1945. Apart from retaining the wing and stabilising floats of the XPB2M, it had little in common with the prototype. The most notable change was a six-foot increase in fuselage length and replacement of the Mariner-style twin fins and rudders with a tall single vertical tail. Engines





swearing and Herculean proportions of the mistakes and disasters I had mixing, setting and painting the filler for the base, not to mention the damage to the JRM-3's paintwork. Suffice to say 1.5 kg of filler is destined for the bin in the near future, and a further 1.5 kg needed to redo the diorama... (Photos 9, 10, 11 & 12)

Conclusions and recommendations

Buy one or both! It's as simple as that. Yes I've banged on about casting flaws, gouges, resin flakes. I've harped on about the badly fitting tailplanes and fin/rudder. I've talked dirty and said dry-fitting, filling and sanding. However this is the nature of resin kits, and I felt it necessary to make you aware of their variability, and the amount of work and experience needed to complete them.

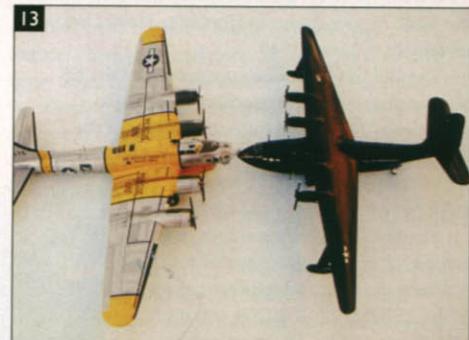
But when you fondle those graceful wings, caress

those wonderful fuselage curves, then admire the fit and engineering that went into these kits, you just have to be amazed that they were produced by (what is essentially) a group of amateurs. It's also a question of what you regard as value for money: something that practically shakes itself together in the box or a kit that provides hours of modelling 'fun'. These are large models — compare with the 1/72 scale Academy SB-17 Fortress (Photo 13) — elegant, in a pugnacious manner, with wing planform and span that is just breathtaking.

As you may have gathered, I like these models. I have a soft spot for flying boats anyway, and have to say that, for me, the Glossy Sea Blue *Marshall Mars* is the more beautiful of the two.

Many thanks to CMR for providing the kits.

Angus MacDonald



Thanks

- Special thanks to T A Dixon of Flying Tankers Inc for so promptly providing information and photographs for this feature

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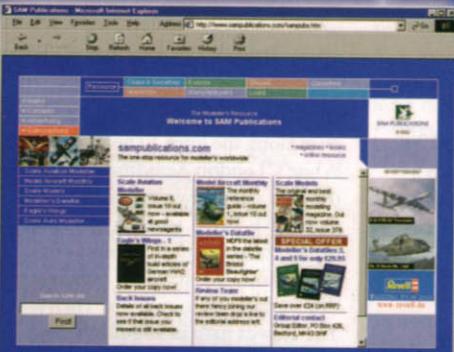
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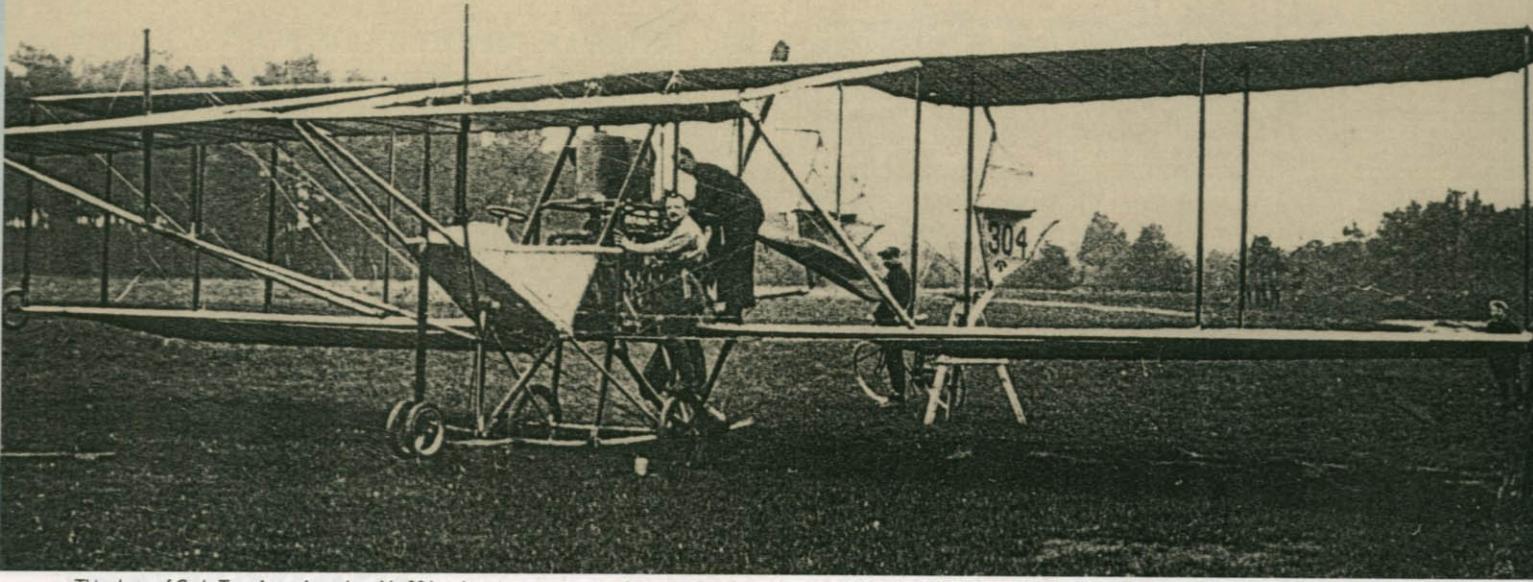
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This photo of Cody Type Army Aeroplane No 304 undergoing maintenance shows the British Army's 'broad arrow' symbol at the base of its rudder

Aircraft Identity Markings

Ian Huntley concludes his history of military aircraft insignia – Part 2

Britain — Slow in Military Development

Britain was slow in appreciating the pace of military aviation elsewhere in the world, which also meant that no real thought had gone into the matter of 'national identity'. On that subject, C G Grey, editor of *The Aeroplane magazine*, noted that the airship Nulli Secundus had trailed the Union Flag during its brief lifetime in the air, whilst later naval airships had flown the White Ensign from trailing ropes. Later, Grey was to state unequivocally, "The Union Flag is a well-established symbol of British nationality, and should be flown or marked on anything British that takes to the air".

Yet strangely, Grey himself in his many published offerings with regard to the 'Identification of Aerial Vessels' thought of almost every possible method and device for the painting of a "highly coloured rosette as being the mark of a British military aeroplane". Many readers of both *The Aeroplane* and

its competitor *Flight* also entered into much correspondence on the subject. One G H Lane, writing in the latter magazine for the October 22, 1910 noted, "The difficulty in identification of friend and foe in future warfare, when aerial vessels are anticipated to play an important role, seems to have escaped notice". The *Aero Journal* was another aviation magazine which pointed to the lack of identification markings as being a "disgrace".

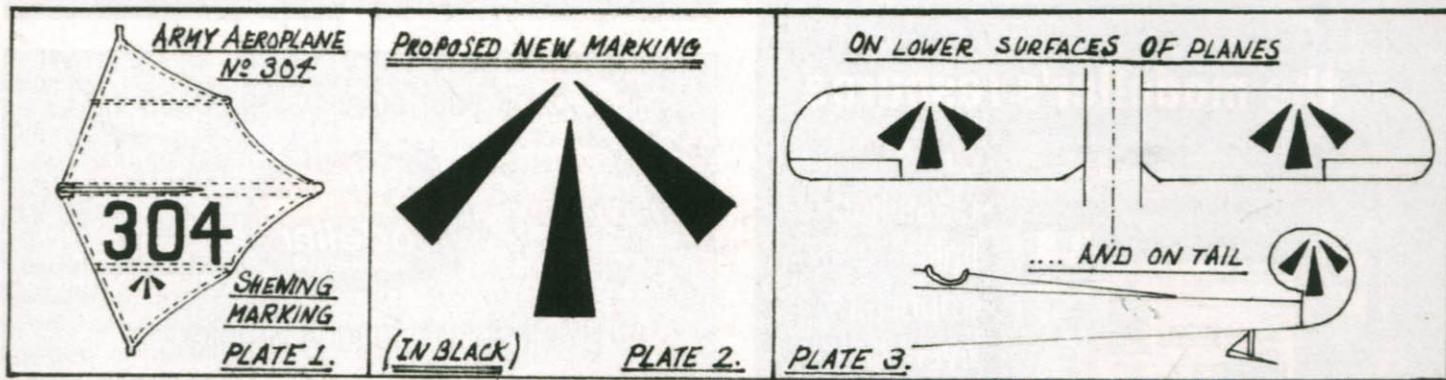
However, it would seem that the Military Aeronautics Directorate issued sketches of the proposed Broad Arrow design, which included one with a Cody rudder outline-serialised '304' with a small-sized arrowhead marking below it. Yet as far as is presently known no photographic evidence has been uncovered to show that the symbol was even used experimentally on wings.

To those members of the public with a keen aviation interest, both in the UK and France, the

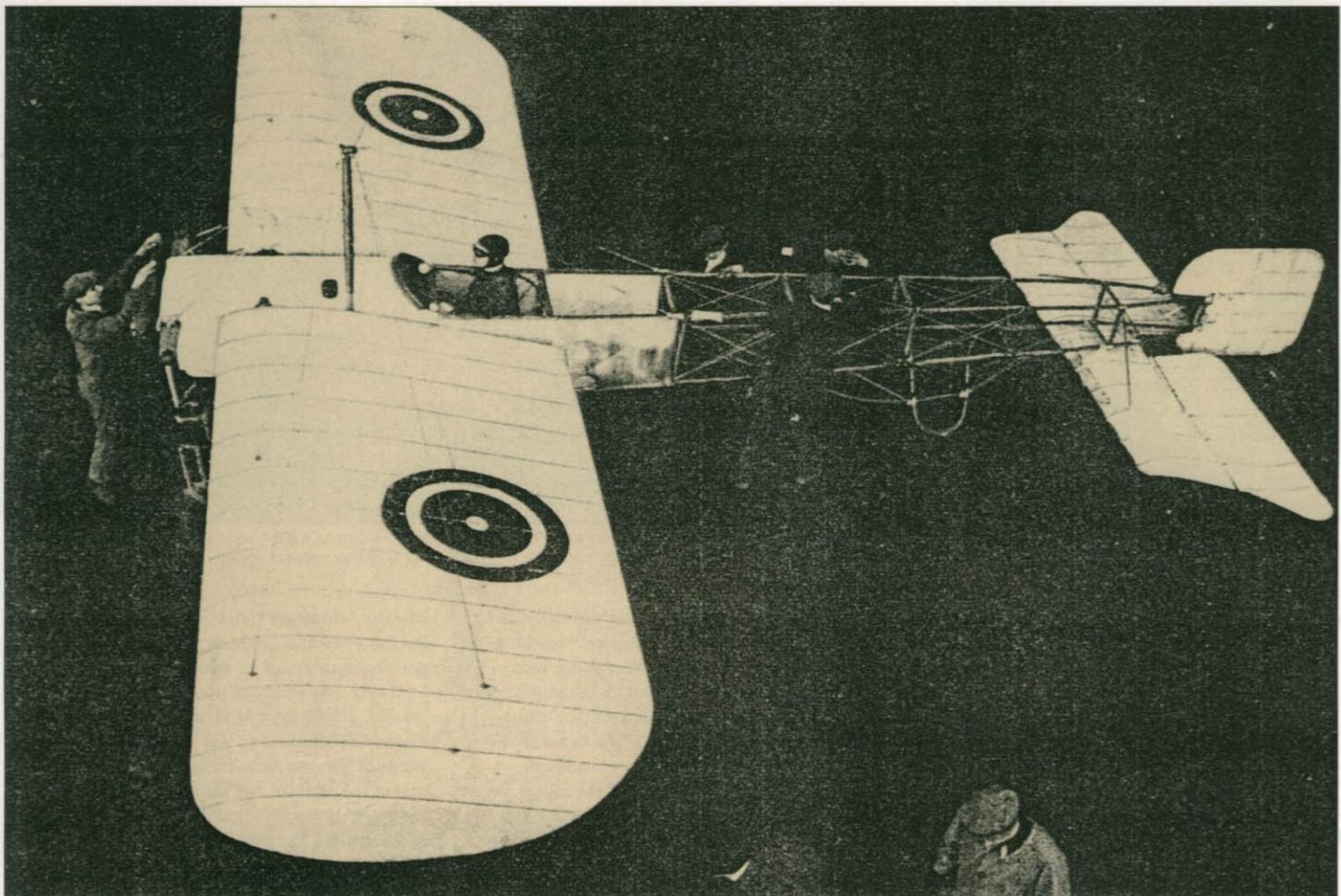
cocarde, or in English terms 'cockade', more familiar in later War Office language as a 'circle' or 'target' and in more modern times as a 'roundel', was already becoming a familiar sight. In France the military roundel was slowly being applied to newly operational aircraft, though it is possible that full use was not to be expected unless actual hostilities commenced.

'Barnstorming' and Air Spectaculars

The year 1912 saw a new spectator thrill in what was known as 'aerobatics'. Typical newspaper reports were along the lines, "The venue is Claude Grahame-White's 'London Aerodrome' at Hendon, Middlesex (opened with great ceremony by Louis Blériot on October 1, 1910), where a Blériot Monoplane flown by Bentfield C Hucks rises off and after a short circuit, proceeds to climb rapidly until it gradually slows and stops in mid-air! Then falls back tail first. The crowds gasp in anguish! Dropping hundreds of



The British Military Aeronautics Directorate considered the use of the British Army's 'broad arrow' symbol as insignia for military aircraft, but there is little evidence that it ever got beyond drawings such as these



Aerobatics pioneer 'Benny' Hucks was among the first to use 'roundels' — these were all red — as a means of showing when his aircraft was inverted

feet with the engine sputtering, a crash seems inevitable...but with a sudden twist the nose drops, the engine picks up and all is well, and after another short circuit the Blériot is safely landed. The crowds gasp again, this time in relief!" But far more was later to come.

There were two further new excitements that were gripping the aviation scene, inverted flying and 'looping'. Inverted flying was possible according to a theory put forward by Blériot. It is now generally acknowledged that the first man ever to 'loop the loop' was a Russian, Lieutenant Petr Nikolaevich Nesterov. On September 9, 1913, Nesterov took off from Syretz Aerodrome near Kiev in his Nieuport IV monoplane, climbed to 1,000 metres and put the aircraft into a dive. At about 600 metres he pulled up into a loop, then glided down to land...and to 10 days close arrest for his trouble. Quickly forgiven when the significance of his achievement was appreciated, he was promoted to Staff Captain and awarded the Russian Aero Club Medal. The Nesterov Cup, named in his honour, is awarded to this day to the winning team in the World Aerobatics Championships.

It took years for Nesterov's feat to reach Europe, and thus a Frenchman, Adolphe Pégoud, has often been credited with first performing the manoeuvre. On September 1, 1913, Pégoud flew over the aerodrome at Juvisy and calmly turned (rolled) his Blériot monoplane upside down, thus proving that inverted flight was possible without crashing. Three weeks later he flew at Buc, near Paris, and executed a roll, and then a completed an aerial loop. Watchers on the ground could only gasp in fear at these feats previously considered impossible!

The 'Roundel' First Used by Civilian Flyers in Britain

Pégoud came to Britain and demonstrated his looping skills before crowds at Brooklands, Surrey.

Subsequently, during the early part of 1914, Hucks joined forces with Marcus D Manton in an airshow that included both looping and inverted flying. At first the crowds were not too sure Hucks had looped, so he was soon to paint a bright red and white roundel on the upper surface of each wing so that at the top of his loop they were plain to see from the ground. Manton adopted a less complex design in the form of a plain red ring.

Other aviators to join the looping scene were Gustav Hamel and F W Goodden. Hamel adopted dark blue and white roundels on the upper surfaces of his aeroplane, while Goodden favoured light blue roundels, all being different to Hucks, thus the recognition of all three pilots and their aircraft was not difficult, and the roundels' value as an identification feature easy to appreciate.

'Looping' soon became a popular public spectacle, and the inspiration for a celebratory 'Upside-Down Dinner' for aviators thrown by Claude Graham-White at the Royal Automobile Club in London. Guests sat at inverted tables for a meal that was served in reverse order, starting with coffee and liqueurs and working backwards through courses that included Soufflé à la Hucks, Vol au Vent à la Hendon and Looping Lobster, to end with the soup. A music hall comedian sang whilst standing on his head, and the evening concluded with an address by 'Benny' Hucks that began, "And finally", and finished with, "Good evening!"

Birth of British National Identity Markings

Curiously a Deperdussin monoplane supplied to the RFC at Lark Hill in August 1912, was delivered with a Union Flag marking painted on each side of the rudder. However there appears to have been no

FLYING AT KINGS HEATH.

THE BIRMINGHAM AERO CLUB

HAVE MADE ARRANGEMENTS FOR

MR. GUSTAV

HAMEL

TO GIVE

Exhibition Flights

ON HIS

BLERIOT MONOPLANE

AT THE

Birmingham Aerodrome,

Billesley, Yardley Wood Road,

KINGS HEATH,

(10 minutes down Taylor Road, from Worcester Lanes End Terminus),

—

Saturday, Jan. 11th, 1913,

Commencing at 2.30 p.m.

Admission: 6d. & 1/-.

This is the first appearance in Birmingham of Mr. G. Hamel who is capable of flying in any weather short of a gale.

PAUL HUCK & CO., PRINCESS BROAD STREET, FIVEWAYS.

A promotional poster for Gustav Hamel's exhibition flights at Kings Heath, Birmingham in early 1913

published official reaction to this marking.

Perhaps that, the 'loopers' and the Entente Cordiale* aviation meeting at Reims, France during the summer of 1913 influenced the Admiralty War Staff Intelligence Division to consider marking a White Ensign below each wingtip, and a plain St



When in 1913 a Royal Review of the Royal Flying Corps took place at Aldershot, HM King George V walked along a row of aircraft, starting with a Boxkite, a B.E.3, and a Blériot, which was the only one to bear an identification marking — '221'. A year later similarly marked (or unmarked) aircraft were at war, and a scramble for suitable national identity markings ensued!

"OVER AND OVER AGAIN"

These Aviators have shown their complete confidence in "Shell" when executing unusually daring evolutions.

'SHELL'

OBTAIENABLE EVERYWHERE



(Coloured plane markings of the Aviators.)

Red & White



Mr. B. C. HUCKS

Dark Blue & White



Mr. GUSTAV HAMEL

Light Blue & White



Mr. F. W. GOODDEN

RFC, made reference to the War Office of earlier activities "...of Admiralty workings on aeroplane markings similar to our own researches into markings and camouflage at Farnborough", and indicated that whilst Army Aeroplane No 304 was in for repairs a six-inch-high 'broad arrow' had been marked on each outer face the rudder, below the registration. The rudder marking appeared in a contemporary sepia postcard published by John Drew (a photographer) of Farnborough, later that year. However no other photographic record has been found which showed greater use of that particular form of marking.

Sykes demonstrated how much easier it was to identify the Army aeroplane from others not having such a marking whilst they were grouped on the ground. He suggested that a larger coloured marking placed on the undersurfaces might give an identity clue to ground forces. The War Office reaction goes unrecorded, but it seems fairly certain they were unaware of the French advances in that direction.

A much spoken critic of the War Office's lack of aeronautical drive was G Holt Thomas, managing director of The Aircraft Company, then constructing Farman and other French types under licence, and also negotiating to bring German 'Tub' dope to Britain.

Thomas was well travelled in Europe, observed much while he was there, and was familiar in the summer of 1914 with large-scale use of coloured 'dopes' in both France and Germany, and attempts there at developing national markings.

"Aeronautical Britain is a disgrace for having untidy and drab-looking aeroplanes, almost completely unmarked, as seen in comparison with those from Europe at the International Aero Show, held at Olympia!" he declared. W Arthur Barr also commented that the show "was full of smart foreign aircraft having at least three years advance on anything produced in Britain" (this was in February 1913). Many comments of this type could be found in various issues of

London Aerodrome News, a monthly publication put out by Claude Grahame-White aimed at the growing numbers of air-minded public.

At that time nearly all outdoor airshows featured 'warlike' acts of some kind or another. For example, a bombing competition was proposed by Grahame-White at Hendon Aerodrome for August 20, 1914. As part of the performance an act entitled 'Aerial Defences' was to be included. Devised and arranged by Richard B Carr, two opposing 'air forces' were to engage in mock combat, and so that the 'defenders' could be distinguished from the 'enemy', the former were to have red and white circles applied to the undersurfaces of their wings, whilst the latter would have black crosses on white ground. These markings appeared in Hendon programme advertisements a few weeks before the actual date, but it was a show that was never to take place...the First World War was to intervene.

Ian Huntley

"OVER AND OVER AGAIN"

Aviators have shown their complete confidence in "Shell" when executing unusually daring evolutions.

They take no risks, that is why, in his flights at HENDON.

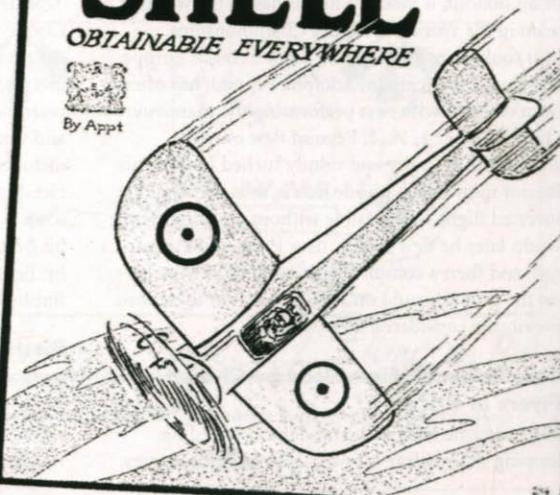
Mr. Gustav Hamel is using

'SHELL'

OBTAIENABLE EVERYWHERE



By App't



George's Cross in red and white over the fin and rudder area. Whether these markings were ever put to the test or not cannot be confirmed, but some sketches appeared of Farman S7 No 68 incorporating the White Ensign designs at Eastchurch, Isle of Sheppey some time early in 1914.

(*The name derived from the improvement in Anglo-French relations following the visit by HM Queen Victoria to King Louis-Philippe, at Eu, Normandy in the summer of 1834.)

Sketches attached to other contemporary markings material such as Admiralty document ID1122 (Issue 1, October 1914, showing early circles) cross-referenced on The Fairey Aviation Co drawings for the Short 184 contract of 1915, possibly show that the proposal could have been tried as an experiment.

Shortly afterwards Lieutenant-Colonel F H Sykes,

Recognise the opposing forces!

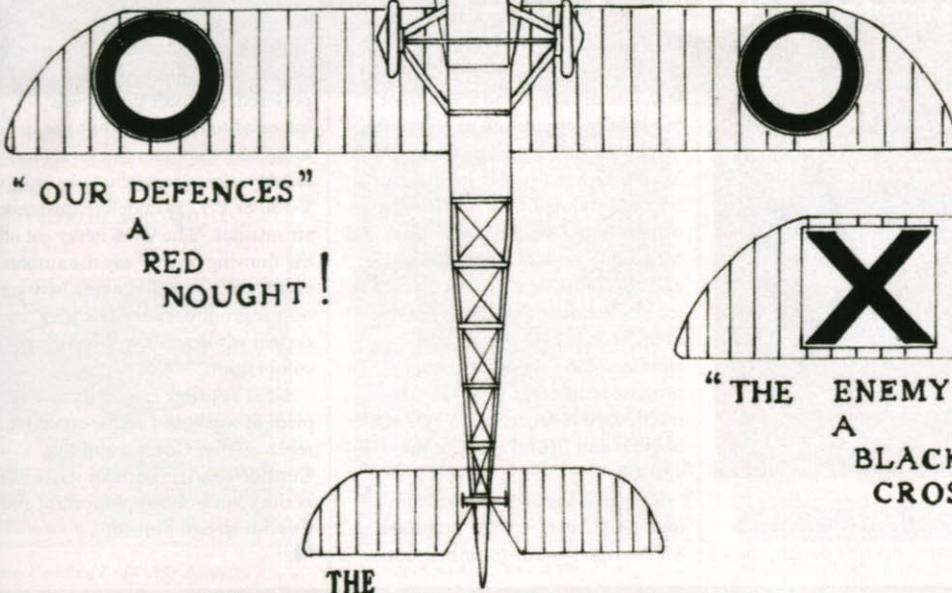


Flying at Hendon



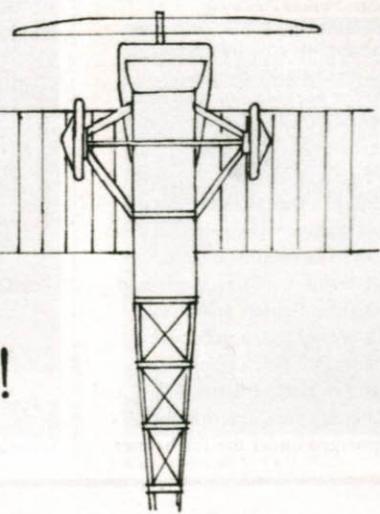
Thur., August 20th, 1914

"AERIAL DEFENCES"



"OUR DEFENCES"

A
RED
NOUGHT!



"THE ENEMY"

A
BLACK
CROSS!

THE
GRAHAME-WHITE
AVIATION CO., LTD.

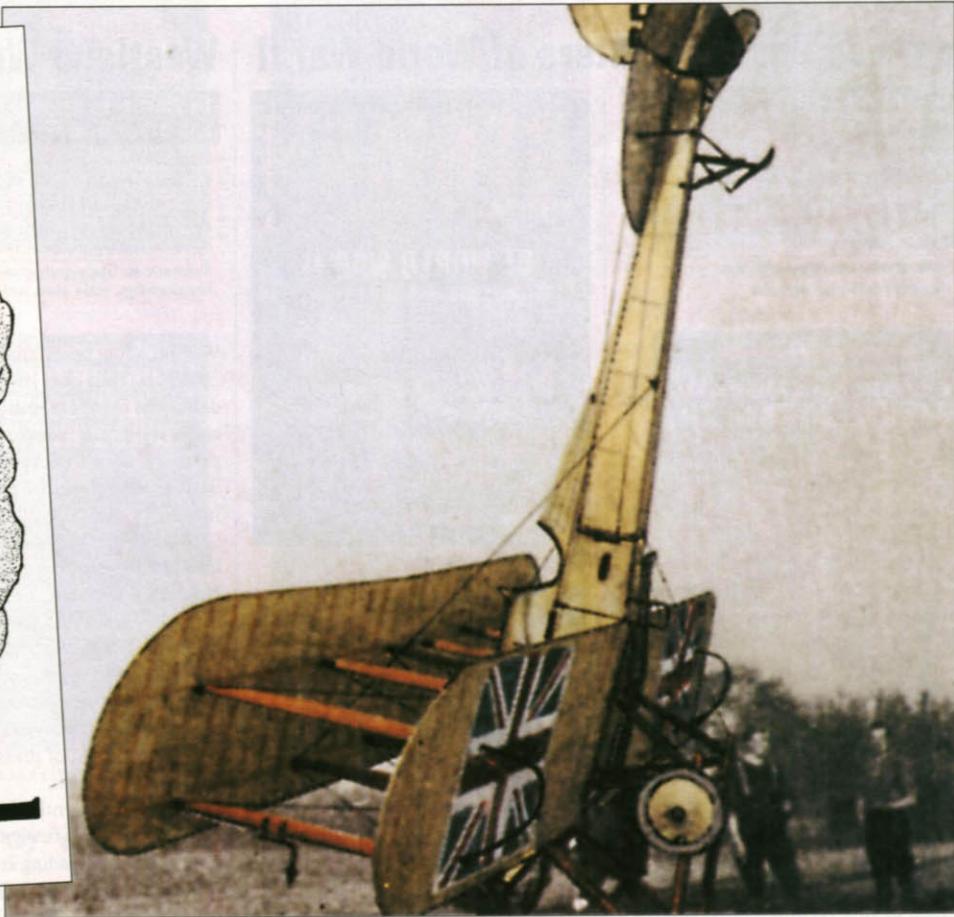
Arranged by
RICHARD H. CARR

The air display that never was. Scheduled for August 20, 1914, this flying exhibition at Hendon aerodrome was cancelled due to the outbreak of hostilities with Germany, whose soon-to-be enemy aircraft did indeed bear black crosses



Safety
is the first consideration.
So far as motor spirit
is concerned you must
have noticed that the
majority of aviators use

'Shell'
OBSTAINABLE
EVERWHERE
in the bright
RED CAN.



above, left and opposite: Shell petrol advertisements from the summer of 1914 show the roundel styles adopted by British 'loopers'

All illustrations via the author

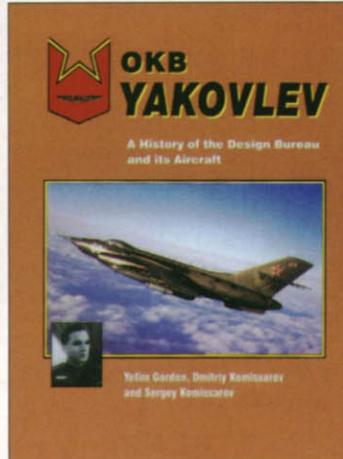
During the summer of 1914 the War Office began to reconsider various earlier proposals for some form of national identity for military aircraft, having witnessed the various markings displayed by 'loopers' at Hendon. Numerals painted on fins and rudders were fairly easy to see from the ground or from the air. The Union Flag displayed under wings — as on this upturned B.E.2b — would leave no doubt as to national identity when viewed from below, but was thought over-complicated and eventually ousted by the roundel

Book of the Month

OKB Yakovlev – A History of the Design Bureau and its Aircraft

by Yefim Gordon, Dmitriy Komissarov & Sergey Komissarov

Price: £40.00
Publisher: Midland Publishing
ISBN: 1-85780-203-9
Format: 290 mm x 212 mm, 384 pages
Cover: Hardback with dustjacket
Illustrations: Black-and-white and colour photographs, and line drawings



More so than most Russian design bureaus, Yakovlev OKB showed great diversity in its creations. Light aircraft, trainers, gliders, single- and twin-engined fighters and attack aircraft, jet fighters, bombers and reconnaissance types, transports, aerobatic aircraft, airliners, VTOL and V/STOL craft, helicopters and UAVs have emerged under the Yak banner

since founder Aleksandr Sergeyevich Yakovlev created his first design, the

D.H. Moth-like AIR-1 in 1923.

All are covered here in extensive text, line drawings and a wealth of beautifully reproduced photographs. Some, like the elegant piston-engined Yak-3/7 fighters (which are back in limited production for well-heeled owners bored with flying Spitfires and Mustangs), pod-and-boom Yak-17 and Yak-23 jet fighters, Yak-28 twin-jet, pugnacious Yak-11, and the now ubiquitous Yak-52 trainer, are familiar. Many are not, like the proposed but never built Yak-33 multipurpose supersonic VTOL strike bomber and Bristol 188-like Yak-45I and Yak-47.

But if it's the bizarre you want, look no further than the proposed VVP-6 heavy multi-rotor helicopter.

Looking somewhat like a six-winged landing craft, this turboshaft-powered, six-rotor device was intended to transport (but not, as some contemporary Soviet sources falsely claimed, actually to launch) six V-750 or V-775 Guideline surface-to-air missiles. "The VV-6 never got off the drawing board," say the authors. I suspect that it would never have got off the ground, either, but it's a certain winner in any What if? model competition.

OKB Yakovlev is an outstanding piece of work, and seems certain to replace Yefim Gordon and Bill Gunston's earlier Putnam series title as the source on this important and versatile design bureau.

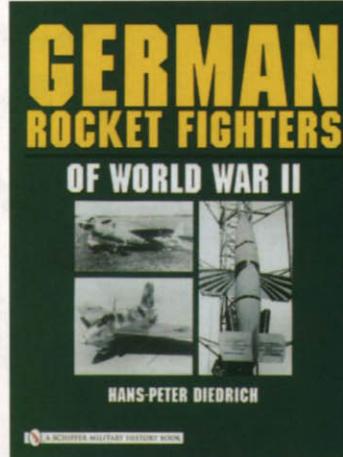
MJ

Bookshelf

German Rocket Fighters of World War II

by Hans-Peter Diedrich

Price: \$49.99
Publisher: Schiffer
ISBN: ISBN 0-7643-2220-6
Format: 287 mm x 227 mm, hardback, 152 pages
Cover: Hardback
Illustrations: Line drawings and monochrome photographs



I have come across Schiffer Military Books before and they are invariably well researched publications of excellent quality. German Rocket Fighters of World War Two is no exception. It covers the period 1920s to 1945 that German aviators, manufacturers and the military experimented, touching briefly on post-war developments — for example the Siebel Si 346 and Sanger II.

One drawback in a book of this price is the lack of colour views. Schiffer do have access to colour material, witness their other NATTER: Bachem Ba 349 and Other German Rocket Fight Projects

A nice surprise is the entry for the Arado Ar 234R. I had never heard of this version before, but here is a simple model conversion a beginner could tackle with the minimum of effort using this book as a reference. There are one or two

typographical errors that confuse, and the contents page lists several aircraft that are not featured on the pages stated. Simple errors, but a nuisance nonetheless.

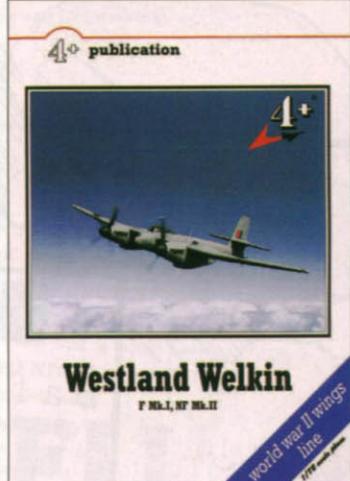
Apart from these niggles, this book is sure to be well received and will occupy a space on my shelves for many years and be taken down and used in reference time and again.

Martin Dawson

Westland Welkin F Mk I and NF Mk II

by Martin Velek, Michal Ovcacik and Karel Susa

Price: £9.80
Publisher: Mark I Ltd/4+ Publications
ISBN: 80-866637-01-8
Format: 287 mm x 210 mm, 28 pages
Cover: Laminated card
Illustrations: Black-and-white photographs, line drawings, scale plans and colour artwork



Welkin. noun, poetic: the sky, the upper air. Thus does my dictionary define the therefore most appropriate name chosen for Westland's complex, pressurised, high-altitude fighter, developed to counter the Luftwaffe's Junkers Ju 86P.

Shrouded in secrecy for much of its life (the first prototype flew in November 1942 but the type was not removed from the 'Restricted' list for three-and-a-half years), the Welkin had a troubled development and was never to enter service, but it made a significant contribution to knowledge and development of pressurised cockpits and cabins.

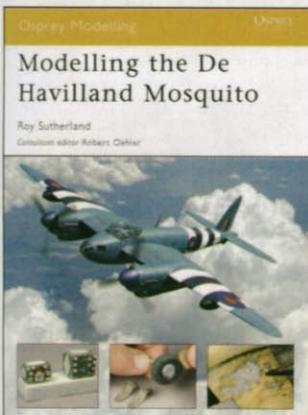
Its brief but eventful history is well covered here, with finely reproduced photographs, including structural detail and interior shots and (oh, joy!) some of Charles E Brown's inimitable, lyrical, air-to-airs of the elegant Welkin disporting itself above cloud in 1944.

One thing puzzles me: the colour artwork and description of the sole

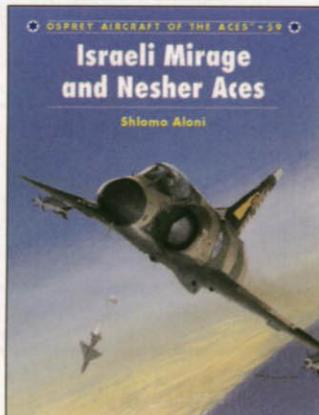
Welkin NF.II PF370 show it with yellow undersurfaces as then befitting prototypes, but accompanying photographs betray no colour demarcation line nor difference in tonality between the Medium Sea Grey uppersurfaces and the undersides. What's more, those very same photographs do show a very clear contrast between the MSG fuselage sides and the yellow 'P' for prototype marking. Curious, and something to investigate if you are building the recently released Czechmaster kit of the NF.II.

MJ

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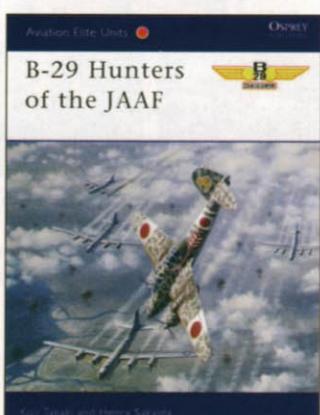
Combat Aircraft 51 • £12.99



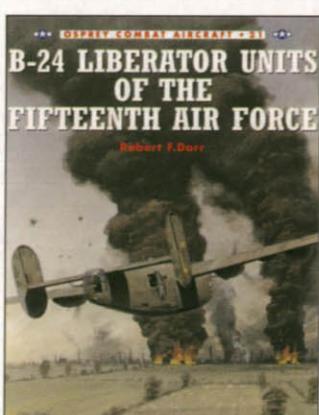
Aviation Elite Units 19 • £13.99



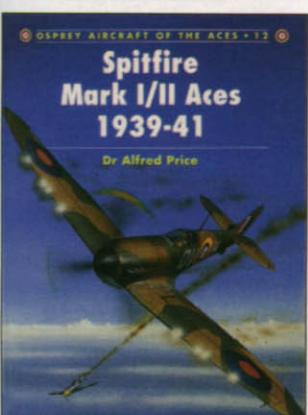
Aircraft of the Aces 57 • £12.99



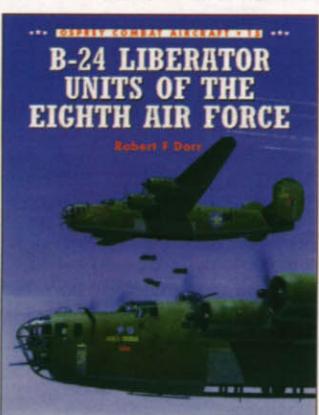
Aviation Elite Units 5 • £13.99



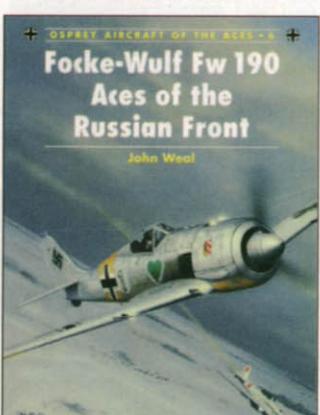
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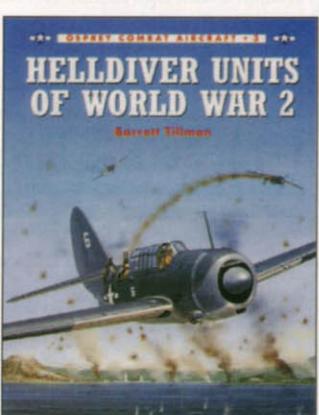
Aircraft of the Aces 12 • £12.99



Combat Aircraft 15 • £12.99



Aircraft of the Aces 6 • £12.99



Combat Aircraft 3 • £12.99

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British Aviation Squadron Markings of World War I

by Les Rogers

Price: \$69.95
Publisher: Schiffer
ISBN: 0-7643-1284-7
Format: 305 mm x 224 mm, 296 Pages
Cover: Hardback with dustjacket
Illustrations: Black-and-white photographs and colour profiles



This is a big book in every sense of the word, and belongs on any modeller's shelf next to the very best Air-Britain publications. It's a sort of cross between Ray Sturtivant's bottomless tomes and Osprey's nimble paperbacks, and as such can be assumed to be indispensable.

The layout of the book is designed to obviate the need for an index, which is a shame, but it is well designed. After twenty or so pages of introductory notes there follows a numerically ordered account of each squadron in turn, detailing known colours and special markings. Some of these are, of course, necessarily brief where no information is available. Others, like 45

Sqn for instance, occupy up to two full pages of text and photographs.

The last 75 pages contain colour profiles, of which there are two to a page — a little sparse in a book of this size, but the quality is excellent, and there are plan views interspersed.

A fine book, only prevented from being a great book by the lack of an index.
GH

Cross & Cockade International Calendar 2006

Price: £10 including post & packing in UK, £11/E18/\$18 overseas surface, £12.50/E20/\$20 airmail
Publisher: Cross & Cockade International
Format: 297mm x 210mm, 13 pgs. ringbound
Cover: Softback
Illustrations: Colour artwork
Available from: Roger Tisdale, Membership Secretary, Cross & Cockade International, 11 Francis Drive, Westward Ho!, Bideford EX39 1XE



It's never too early to think about Christmas presents for modellers, so here's a perfect gift idea for Great War aviation enthusiasts. The Calendar features paintings of World War I aviation scenes, each month showcasing the work of a different artist, in a variety of styles and media. My favourites, illustrated here, are

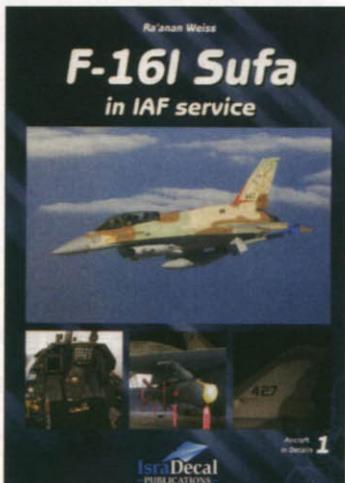
January's *Hun in the Sun* by Paul Monteagle featuring a No 11 Squadron, RFC, Vickers Gunbus and an Eindecker, and Jim Dietz's appropriately chilly picture for November, *Cossacks and Scouts*, depicting Nieuport 17s in the winter of 1917.

Aside from its practical usefulness, this Calendar will provide material suitable for framing as the months pass, and inspiration to go out and buy all those Blue Max, Roden and Special Hobby Great War kits.
MJ

F-16I Sufa in IAF service

by Ra'anan Weiss

Price £13.95
ISBN 965-7220-02-05
Published by IsraDecal Publications

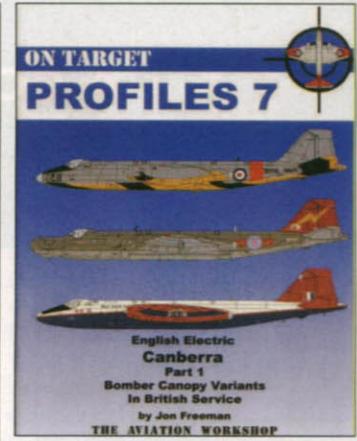


The subject of the latest book from Isra is also the latest aircraft to enter service in the Israeli air force. Now you must remember that a few years ago the security conscious Israelis would censor long-distance pictures of their aircraft to hide any squadron badges, and now with their blessing Isra have been given unrivalled access to their latest aircraft and weapons. This is of course helped by the fact that the author has a close association with the Israeli air force and has designed much of the artwork applied to its latest aircraft.

English Electric Canberra Part 1 Bomber Canopy Variants in British Service

by Jon Freeman

On Target Profiles 7
Price: TBA
Publisher: The Aviation Workshop
ISBN: 1-904643-25-6
Format: 298 mm x 214 mm 50 pages
Cover: Softback
Illustrations: Colour profiles and photographs



This is a bit like those irritating TV adverts where 'it does what it says on the tin'. Profile Number 7 follows the now familiar format of this excellent series and offers the reader a chronologically arranged series of colour artwork profiles covering Canberras B.2, PR.3, T.4, PR.7, B.16 and TT.18. The profiles are in Jon Freeman's familiar user-friendly style, and are excellent.

Full captions and six pages of colour photographs round out the book nicely. If you are one of those modellers who

Shock And Awe

by Greg L Davis

Price: TBA
Publisher: Twobobs Aviation Graphics
ISBN: 0-9753626-0-7
Format: 208 mm x 297 mm, 160 pages
Cover: Softback
Illustrations: Colour photographs



Fans of nose art will have a field day with this book. All 160 pages are packed with colour photographs of US aircraft operating in the Gulf, and not only provide accurate and in-depth reference material for those modelling the combatants in Operation Iraqi Freedom, but also give background and insight into some of the artists. All aspects of operations are covered, and a wide range of aircraft types is covered both in close-up and action shots aimed rather at the enthusiast than specifically at the modeller.

Of course it is as modellers that we are interested in this book, and as such we can rest assured that nothing is left

to the imagination. This is an excellent title, and combines with the decal range from Twobobs to provide as complete an account of its chosen subject as possible, while also allowing for the casual browser to become lost for hours in the fascinating images and captions.
GH

The book starts with a detailed introduction to the development and the year-long service history to early 2005. Throughout the book you will find the photography is to a very high standard backed by informative and knowledgeable text. The next two chapters cover routine maintenance, a subject which would make a nice diorama and a photo gallery which has many in-flight shots.

But it is the final sections that will have many modellers' mouths watering! 32 pages comprising over 300 detailed walk-round photographs which cover every nook and cranny of the airframe. This is followed by another 11 pages devoted to detail photographs of the ordnance carried

by the Sufa. The weaponry covered are the Sidewinder AIM-9L and Python 4 air-to-air missile, the Spice LGB, JDAM precision munition and the Delilah decoy. The section is completed by detail shots of the Rafel Litening and AN/AQ13 pods that are carried either side of the intake.

If you have the recent Isra 1/48 scale resin conversion and decal sheet for the F-16I or the new Paragon Python and Delilahs this is an essential purchase, if you just like Israeli subjects this is an essential purchase, if you like modern jets it's not essential but go and buy a copy as it is super book and the quality photographs and heavyweight paper makes it excellent value for money.
DF

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All sets available exclusively from SAM Publications. To obtain your sets, please call the SAM hotline or order online.



Resin Conversion Sets



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1/72 scale (Tamiya) Resin Conversion Set

Includes: series (i) Merlin engines with short nacelles and short-span tailplanes

£9.50
each (+ p&p)

Featured in Vol 3 Iss 4



D-Day Sets

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Includes: 45 gallon 'torpedo' tank; 'E' wing cannon blisters (2); beer-barrel kegs (2)

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Featured in Vol 3 Iss 6



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each (+ p&p)

Featured in Vol 3 Iss 7



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2 TAF Typhoon Set 1

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Featured in Vol 3 Iss 11



M481104005

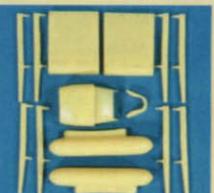
2 TAF Typhoon Set 2

1/48 scale (Hasegawa) Resin Conversion Set

Includes: 44gal LR tanks (2); Tempest tailplanes (2); cuckoo clock door dust deflector & radiator

£9.50
each (+ p&p)

Featured in Vol 3 Iss 11



Hurricane Set

M480505011

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Includes: armoured radiator (1); rocket blast plates (2); rocket rails (8); 44gal drop tanks (2); fuselage canopy infill (1)

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Featured in Vol 3 Iss 11

Resin Conversion Sets

Jabo Sets

M481204006

Jabo Set 1: Bf 109E & F

1/48 (Tamiya or Hasegawa Bf 109Es & Airfix or Hasegawa Bf 109Fs) Resin Conversion Set

Includes: ETC 50 bomb rack & 4x 50kg bombs; ETC 500 bomb rack & 250kg bomb - optional 'anti-ship' nose ring; 2x Bf 109E-1 MG 17 machine gun panels

£7.50
each (+ p&p)



Featured in Vol 3 Iss 12

M481204007

Jabo Set 2: Day Fw 190A-3/A-4

1/48 (Tamiya Fw 190A-3) Resin Conversion Set

Includes: ETC 501 bomb rack; 'short' ventral fairing; 1x 500kg bomb with optional 'anti-ship' nose ring; 2x correct diameter 'indented hub' mainwheels; A-4 aerial fin tip

£6.50
each (+ p&p)



Featured in Vol 3 Iss 12

M481204008

Jabo Set 3: Night Fw 190A-4

1/48 (Tamiya Fw 190A-3) Resin Conversion Set

Includes: ETC 501 bomb rack; 'short' ventral fairing; 1x 500kg bomb with optional 'anti-ship' nose ring; 2x correct diameter 'indented hub' mainwheels; A-4 aerial fin tip; 2x 300litre drop tanks; 2x 'Weserflug' drop tank fairings; 2x cowling exhaust glare shields

£10.50
each (+ p&p)



Featured in Vol 3 Iss 12

M481204009

Jabo Set 4: Fw 190A-5

1/48 (Tamiya Fw 190F-8) Resin Conversion Set

Includes: A-5 engine cowling & MG 17 cowling top; ETC 501 bomb rack; 500kg bomb with optional 'anti-ship' nose ring; 2x correct diameter 'solid hub' mainwheels; 2x 300litre drop tanks; 2x 'Weserflug' drop tank fairings; 2x cowling exhaust glare shields

£10.50
each (+ p&p)



Featured in Vol 3 Iss 12

M481204010

Jabo Set 5: Day Fighter Fw 190A-4/A-5/A-6/A-7/A-8*

1/48 (Tamiya Fw 190A-3 or Fw 190F-8) Resin Conversion Set

Includes: A-5 engine cowling & MG 17 cowling top; under cowling/wheel bay section; 2x inner mainwheel doors & retraction jacks; 2x underwing bulged cannon blisters; 2x MG 151/20 ejection chutes; A-4 aerial fin tip; 2x correct diameter 'indented hub' mainwheels; 2x correct diameter 'solid hub' mainwheels

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each (+ p&p)



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Books: World Air Power Gulf War
Debrief 1991, Vol 1 Spring 1990 and No. 10 Fall 1992. Also Harleyford Aircraft Markings 1912-1967, and Aircraft Profiles Nos 1-60. SAE for list to L M Fox 14 Oak Road, Eagescliffe, Stockton-on-Tees TS16 0AS

Ben Hobby I/100 MiG-21

Fishbed-F and Ilyushin IL-28 Beagle, £8 each; Hasegawa 1/48 P-51D Mustang £12; OEZ 1/48 Sukhoi Su-25K Frogfoot £12; Monogram 1/72 B-36 Peacemaker, AMT/ERTL 1/72 XB-70 Valkyrie £25 and 1/32 J2M3 Raiden £25 each; plus various 1/48 decal sheets for Blenheim, Phantom, Tomato, Hawk. Kevin 01406 371632

Complete sets of SAMI, Wing Masters and IPMS Canada's RT publications. Contact Terry (Canada) tcj1965@hotmail.com for details

Large collection of unbuilt kits

All aircraft and almost all 1/72nd scale. For list send sae to Byron Bratlie, 8013 River Road s.e. Unit 85, Clear Lake, Mn. 55319, USA or bbratlie@webtv.net

Contrail I/48 vacuform BAC TSR-2 with metal parts and Airmodel 1/72 vacuform Douglas C-124 Globemaster. Best offer plus postage. Contact Mike 0049 4461 83638 Shakocius.M@t-online.de

Fine Scale Modeller Magazines 102 copies back to 1989. Buyer collects (Fareham, Hants) £25.00 ono. Brian 01329 239494

Williams I/32nd P-35 and Gee Bee Racer also Revell 1/48th Catalina with Belcher Bits conv., for early tail, 1/72nd STS Shuttle, Airfix 1/72nd Super Mystere B2, plus several other kits and decals. For updated list please 01403 782638

WANTED

Saudi Decals for EE Lightning

Cutting Edge sheet CED 72077 Saudi decals needed desperately. Will swap for others or pay cash. Contact Peter petersgoden@hotmail.com

Revell 1/32 scale SA330 Puma

helicopter, Kit No 04412 01526 320882

Italeri/Testors SR-77 Penetrator

'Project Aurora' spyplane with XR-7 Thunderbird, Kit No 034. Also Microscale decal sheets 72-461 and 72-462 for Lockheed U-2 07811 427053

Scale Aviation Modeller

International Vol 1 Issue 12 wanted for complete set. £10 paid for presentable copy. Andy Kime 01628 487668

Fujimi I/72 Spitfire Mk XIX

brian@godsell44.fsnet.co.uk

AMT/ERTL Boeing EC-135C

'Looking Glass' Airborne Command Post. 07811 427053

Model Aircraft Monthly March 02

Volume 1 Issue 3 all costs covered – contact Mike mahyrons@hotmail.com or UK 01689 300 999 ext 2297

Seeking Cutting Edge Modelworks

CED48041 F-4F Phantom Special #1: White Horse anniversary scheme. Please contact me via mcrowden@cbl.com.au

Wanted-decal sheet & instructions

for Matchbox Churchill AVRE Bridgelaier, 1/72 RAF WW2 dull red codes and clear sprue for Airfix He177 Mark on 01234 217487

Spitfire Prototype and Speed

Spitfire Decals in 1/72nd scale. Any manufacturer welcomed. Good price paid for either. Martin Garrett 077331 88534

Urgently wanted: Studio 27

1/24th photo etched upgrade set FP2443 for the Ford Focus WRC01, cash paid, just name your price! If you have one Patrick Watson on (07940) 136162 patrick.m.watson@btconnect.com

Revell I/32nd scale Mosquito Mk IV

please contact Martin Gustafsson galaxy106422@hotmail.com

HD72007 Hi-Decaline, I/72 Decals

for Gazelle markhamlon@aol.com

Williams Bros Lockheed Electra

(1/53rd) unmade, intact 01403 782638 paul.janicki@tiscali.co.uk

Hasegawa Douglas Skyrider

1/72nd Scale Kit desperately wanted. Any variant accepted but must be unstarted. Good price paid. Martin Garrett 07733188534

Decals for I/48 scale AD-4 or AD-5

Skyrider in Gloss Sea Blue scheme. Will swap for decal sheet for Revell A-1H or buy. Contact Bob 01843 597309

Contrail vacform kits of Fairey

Hendon and Bristol Bomber. Contact Ray 01952 277848 (Shropshire)

Hawker Hunter, Lightning/F-4

Decals 11, 43, 56, 74, 92, 111 Sqn and Nato/Saudi Airforce. Aerobatic team diecast 72nd Hawker Hunter Worldwide. Old Airfix ready made WW2 tanks; Dinky Chieftain Tank; Old Corgi Spitfire Hurricane (diecast 72nd) Polish/ Canadian Sqn 303, 402, 43, 111 Sqn RAF. Airforce Navy/Fire Police Force Patches Worldwide (but no USA/Taiwan). Ian Campbell 174 Rowntree Avenue, York 07869 190183

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Contact Martin Gustafsson 106422@hotmail.com

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Any amount welcome, fair price offered. Mick Goode, 62 Greenfield Road, Farnham, Surrey GU9 8TJ 01252 715206

Part A21 for Tamiya I/48th

Dewoitine D.520. Contact Steve Galvin 16 Vicarage Street, Hollinwood, Oldham OL8 4QG 0161 682 3353

'Golden Wings' (Maintrack) I/48th

Vacform Demon and Buckeye. Also Esoteric Mercator. Please contact Dave Burlison 07814 466123 daividburlison@btconnect.com

Koster Ju 88 and Toad Resin Ju 388

conversion (1/48th). Also, any interesting 1/48th vacforms. Contact Stephen 6 Farman Road, Coventry, CV5 6HQ 02476 713647

Modellers Datafile No 1 – Mosquito

Please contact J Lascurian +34 93 770 3876 P.O. Box 84, 08630 Abrera, BCN, Spain

Airfix Catalogues 8, 9 & 10

Contact J. Franklin (Day) 01603 776004 (Eve) 01953 851923

RNZAF decals, especially an

Avenger or Dauntless from the AeroMaster 1/48th scale special sheet (currently unavailable). Good price paid for any part sheets. Call Tony 01706 515637 220 Harbour Lane, Milnrow, Rochdale, Lancs, OL16 4EL

Micro Scale Decal Sheets No 72-96

72-368 for F-105 Thunderchiefs. Please contact 07811 427035

HELP

Does anyone have details on

Staffelkapitan Oblt. Gerhardt Schopfel's aircraft Bf 109E 'Yellow 1' of 9./JG 26 based at Caffiers, France in August 1940 – Photos, werk number and colour scheme etc. or any further information and or interesting material – contact Mike mahyrons@hotmail.com or UK 01689 300 999 ext 2297

Help needed or instructions

to position decals for Revell Fw 200 Condor, Syndicato Condor version. Or decals for Lufthansa version wanted. G Ham 58 Brandon Avenue, Head Green, SK8 3SQ

RNZAF Hercules

Does anyone have colour scheme info on the aircraft with the blue cheatline? I have a set of markings but no info 0141 588 0801

I would like to receive plans

of the F4U Corsair. Joaquin Maria Yaniz Lascurain C/ Magarola 68, PO Box 84, 08630 Abrera, Spain

PEN PALS

I am looking to write to

modellers with similar interests, which are WWII British and German aircraft, modern American from about F-5 to present and I also have some interest in armour as well. Contact Darrell Ostrowski 202 Westgrove Way, Winnipeg, M.B. R3R 1R9, Canada berhawk007@hotmail.com

I would like to exchange kits,

magazines, photographs etc with a UK enthusiast. Contact Vaclav Simecek Werichova 964, 152 00 Praha 5, Czech Republic

Please Note... Submissions to the Readers' Classified section will be accepted in either typed or hand-written formats. Please note that the latter must be clear and in capital letters. We must insist on this, as a number of problems have arisen due to unclear handwriting in previous advertisement submissions.

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Feedback

Advanced Modeller Syndrome: a fellow sufferer writes

Letter of the month

Dear Sir,

I read your June Editorial and believe me, you're not alone. In fact I suspect you have a lot of 'comrades'.

Some years ago I decided to build a 1/72 scale model of every MiG ever made, from the MiG-1 to the then MiG-31. I ended up with two MiG-15s, a MiG-17 (well, it's still not finished, but close), three MiG-21s, one MiG-29 (plus one currently in the 'paint shop' and another just started), a lot of 'still in the box' kits and some unfinished MiG-23s that flew directly to the boneyard (er, spares box).

However, my worst habit was always to buy 'two of a kind', thinking that I could build the first almost straight from the box to gain



Some of Yuri's MiGs also ended up in the boneyard, like these at Bagram AB, Iraq

experience with the kit, so the second one could become the superdetailed masterpiece. After years of this I finally realised that I wasn't able to

build a kit quickly — there's always something I wanted to improve, add detail and so on. I'd barely finish the first one before the other ended up in

the growing 'unbuilt' pile. It's called 'Advanced Modeller Syndrome', and whilst I can't claim to have found a cure, I have at least learned to live with it. I don't care if it takes me months to finish a kit. When I'm fed-up with a project because I've worked too much on it (or because there's a new kit I want to build) I simply put it aside and move on to something different. Sometimes I later resume work, sometimes not, who knows? Most of the joy isn't in the finished product, but in the building itself.

Yuri Rambelli

via email

This month's winner of the Revell 'Letter of the Month Competition' receives the recently released 1/72nd Hawker Hunter F.6 kit.

Of Sacred Cows & Teddy Bears

Dear Sir,

I have just read Angus McDonald's review of the Minicraft Douglas VC-54C *Sacred Cow* (SAMI, July) and am disappointed. Mr McDonald should have known his history before he wrote the review, and the editors should have edited what was being printed.

President Theodore 'Teddy' Roosevelt was President long before there were airplanes of this type in existence. It was Franklin Delano Roosevelt, a much different figure, who used the 'plane. Further, Mr McDonald continues to show his ignorance as he refers to 'Teddy' several other times in the piece. 'Teddy' is famous for leading a charge up a hill in the 1898 Spanish-American War; FDR was crippled by polio and could not walk unassisted, hence the need for the VC-54's elevator. The use of the familiar 'Teddy' is as bad as we Americans



referring to Winston Churchill as 'Winny'.

Richard Laurence

Los Angeles, California by email

We hold our hands up over FDR, which escaped the editors' notice. But if we're getting familiar, it's 'Winny', not 'Winny', and frequently used then and now with affection, not disrespect, for Sir Winston Churchill. And if 'Teddy' is offensive to Americans, how come Teddy Bears are so called, rather than Theodore Bears?

Ed.

Flashback

Dear Sir,

Re the RF-84F Thunderflash colour profile on page 355 of the April 2005 issue depicting FR-17 of the Belgian Air Force, the aircraft was painted in 'Vietnam' camouflage as it was commonly known within the BAF. This scheme was used on all its combat aircraft (F-84F, RF-84F, F-104G, Mirage 5) from the late sixties until withdrawal of the Mirage 5 in 1993.

One of the characteristics of the Belgian 'Vietnam' camouflage was the use of a darker green, FS 24064,

instead of FS 24079, which is why you can easily see the difference between the greens on BAF aircraft, but not always on US aircraft painted with the same camouflage. The undersides were not white but light grey FS 26622, and the overall finish was satin.

The Brussels Aviation Museum's RF-84F pictured on p.356 sports plenty of 'zaps' on the port side of the nose — see my picture.

Didier Waelkens

President, IPMS Belgium, by email



That 'lewd, crude' P-39

Dear Sir,

You Roundheads need to lighten up! Your comments regarding the Eduard P-39 decal sheet for *Air-A-Cutie* (News Update, June) seem somewhat strong. Use of the terms 'rude' and 'lewd' is a bit overblown. Nude female figures were, as students of WWII American nose art know, a staple. I expect such



sentiment from the Right Wing here in the USA, not my favourite modelling magazine in the UK. If you want rude and lewd, check out certain F-105 markings at the air-to-air refuelling receptacles.

Jim Crab

Delaware, USA, by email

Send Your Letters To...

Please send your comments, questions and feedback to the editorial address, clearly marked 'Feedback'.

Readers' Feedback

The views expressed in this column are not necessarily those of SAM Publications. Reader's address details must be supplied but we will only publish them if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add, update or revise such articles.

IPMS Nationals, Atlanta, July 2005

Steve Palmer illustrates just a tiny selection of the extraordinary exhibition of modelling skills on show at this year's event

IPMS/USA 2005 NATIONALS

016

Aircraft (all eras) 1/48 and 1/32 (seen)



Academy's MiG-29 in Indian Air Force markings



'That' Hercules. Possibly the most talked about model on display



The Antipodal bomber from Sanger. The scale is 1/48, but does it really matter?



AMtech's Mistel. Weird – but look at that paintjob



Eduard's Nieuport 17 cropped up in a variety of attractive guises



Bell X-1 from Eduard in NACA markings



Hasegawa F-104. Nice and shiny...



...and even shinier. One of the best metal finishes on display



RAF Phantoms are always a sight for sore eyes. This is the Hasegawa kit in 1/48



Another nice metal finish on this F-86D



The Airfix 1/24th Stuka – one of the older kits on show, but by no means looking its age



Hasegawa's kit again. The Aichi Val on well-executed carrier decking



Tamiya's Phantom in 1/32



Another one of those elusive Luftwaffe paint schemes. This time a 109 in Croatian markings



Hasegawa's kit in 1/48



What else but Monogram's big B-36?



1/48 'Messfire' from Tamiya – with just little aftermarket assistance



The old Matchbox Meteor – note the tidy job made of filling the trademark panel lines



Tamiya's Mosquito, converted to the prototype 'by major modification'



Planet's Ar 198 – by no means the oddest aircraft on display, but a hot contender



Testors YF-22 in 1/32



Revell's big Fokker Dr.I



'Let's fly said the flea. So they flew.' Tamiya's 1/100 Me 163 gets off the ground in a rush

IPMS Nationals, Atlanta, July 2005



Roden's kits were well represented. This Gotha was nicely finished



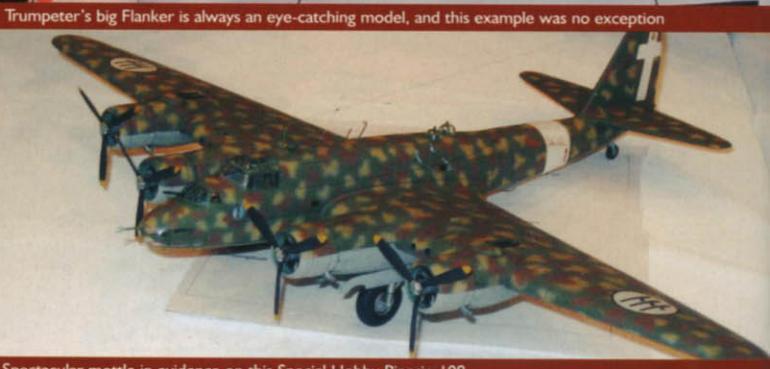
Cant Z 501 Airone. A tidy piece of modelling, and a very neat set of transparencies



Superbly done weathered paintwork on Tamiya's Mosquito



Trumpeter's big Flanker is always an eye-catching model, and this example was no exception



Spectacular mottle in evidence on this Special Hobby Piaggio 108

Events Diary

2005

SEPTEMBER

September 3rd – 4th

Biggin Hill International Airshow

Aviation & Model Collectors event within the show. Collectors tent, static military vehicles. Biggin Hill Airfield, Kent

September 4th

Medway Modelling Club Annual Show

Royal Engineers Museum, Gillingham, Kent. Open 10.30am – 4.00pm. Clubs and trade stands plus TWO open competitions. FREE parking, plus all the museum's absorbing and varied exhibits! Contact Kevin Nunn, Brigade Models 01795 472815 (Wed to Sat), or Alan Healy 01795 425138 or alanhealy@tepee.freereserve.co.uk

September 4th

IPMS Brampton Annual Show

at The Priory Centre, St Neots, Cambridgeshire. Open 10am to 4pm. Admission £1 adults, children, students, senior citizens free. For further information contact Sam Bratby 01487 830689

sbratby@supanet.com

September 10th

Model Wheels 2005

*** This show has been cancelled

September 16th – 18th

eDay 2005

at the Holesovice exhibition area, Prague
www.eday.cz for event programme

September 17th/18th

EuroMilitaire

Leas Cliff Hall, Folkestone. For details call 01689 886660/1
www.militarymodelling.com/euro



September 18th

Wings & Things 2005 Model Show

at Spalding Grammar School. Run by IPMS Fenland and Spalding Model Club. Sponsored by JB Models. For more info Bill Pickering 01775 710465 or Peter Emms 01775 767729. All proceeds to Lincs/Notts Air Ambulance

September 18th

Model Spectacular 2005

Hosted by Sutton Coldfield Model Makers Society, at Sutton Coldfield Town Hall. Model Competitions - Visiting Clubs. Contact Peter Haywood 01889 578074 for details

September 24th

Aeromart, Aviation & Military & Model Collectors' Fair

Undercover, Shoreham Airport, Shoreham, West Sussex, UK. 10.30 am Details 01424 734030

September 24th – 25th

South West Model Expo 2005

The Tank Museum, Bovington, Dorset. '60th Anniversary of VJ-Day'. Huge variety of exhibits. Competition on Sunday. For more info Event Works 01202 692 999 info@eventsthatwork.com

September 25th

Midland Air Museum Model Show

For more details contact the Midland Air Museum, Coventry Airport, Baginton, Warwickshire CV8 3AZ 02476 301033

September 25th

Modelfest 2005

IPMS Farnborough's annual show at a new, larger venue: Farnborough 6th Form College, off A325, Farborough, Hants. Contact Pete Readman for further details 0118 9782910 preadman@btconnect.com

OCTOBER

October 1st

Glasgow Open Model Show & Comp.

At the Kelvin Hall International Sports Arena on Argyle Street. Open from 10am to 4pm. Admission £2, 50p children and pensioners. Family tickets £4. 42 class competition. Run jointly by Glasgow IPMS and Miniature Armour Group, the two IPMS branches in Glasgow. Contact Geoff Crow crj294@aol.com

October 1st – 2nd

IPMS Belgium National Convention 2005

at Oktoberhallen of Wieve (not far from Brussels). Information and registration forms are available at www.ipms.be or on request to IPMS Belgium, Esdoornlaan 33, B-1850 Grimbergen. Looking forward to your participation or visit!

October 2nd

East Anglian Model Show

at the mid-Suffolk leisure centre, Gainsborough Road, Stowmarket, IP14 1LH. Doors open 10am–4.30pm. Many clubs and traders, bar, cafeteria, free parking, sign posted from all directions. Adults £2, children and oaps free. For further information call Dominic Stevenson 01473 743189 or aileen@dominicshome.fsnet.co.uk

October 8th

El Paso DesertCon 2005

at St. Paul's United Methodist Church, 7000 Edgemere Blvd, El Paso, Texas, USA. Contact Jerry Wells ACModeler@aol.com or John Estes BagpipeJM@aol.com www.ipmselpaso.org

October 9th

IPMS Abingdon Annual Model Show

at The Larkmead School, Abingdon. Sponsored by The Aviation Workshop. Doors open from 10.00am to 4.00pm. For further details Gary Madgewick (01235) 769038, Alan Dag (01235) 202782 or Steve Lovelock (01235) 815571 Matt.Coy@hotmail.com

October 22nd

Craig Hewitt Chapter IPMS/USA

will host its annual model contest and swap meet in Phoenix, Arizona, USA. Contact Rick Marshall 623 935 4300 rjmarsh@cox.net. Detailed information www.ipms-phx.org/

NOVEMBER

November 19th – 20th

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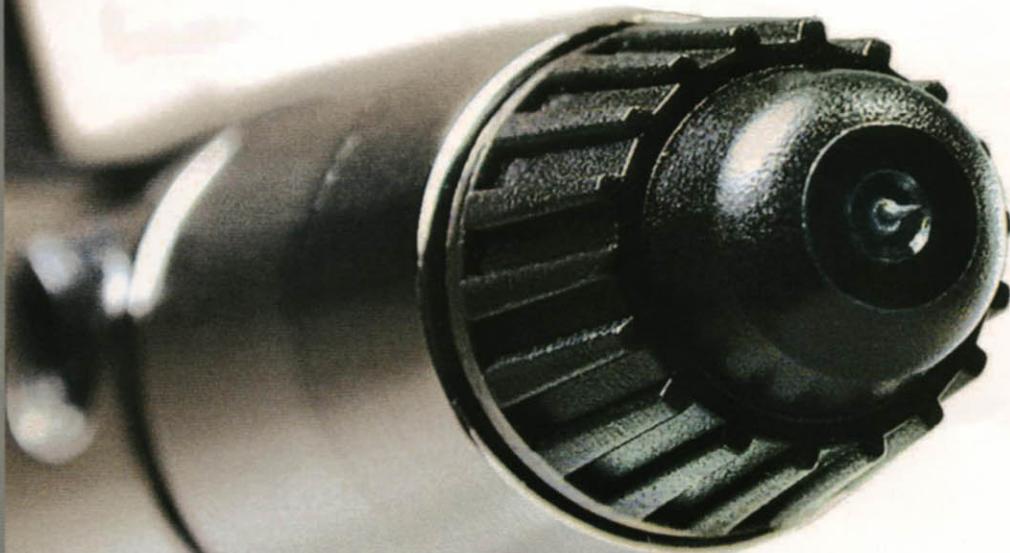
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